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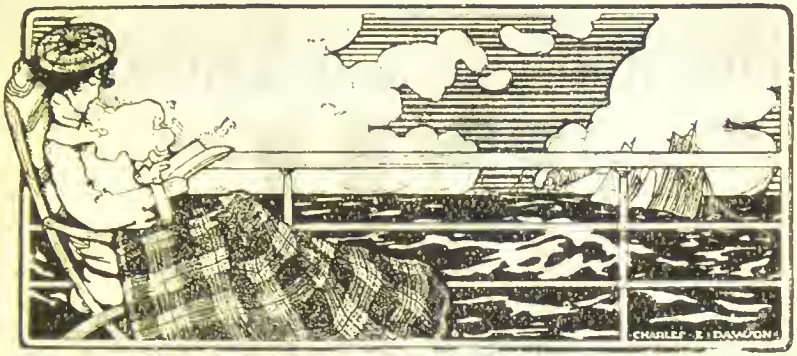


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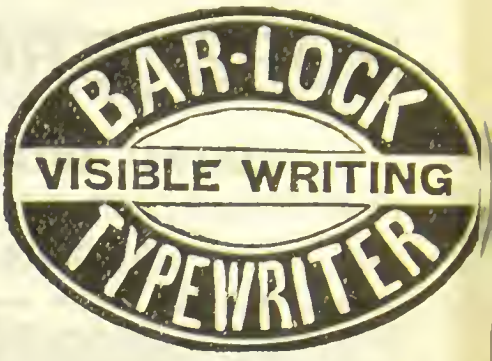
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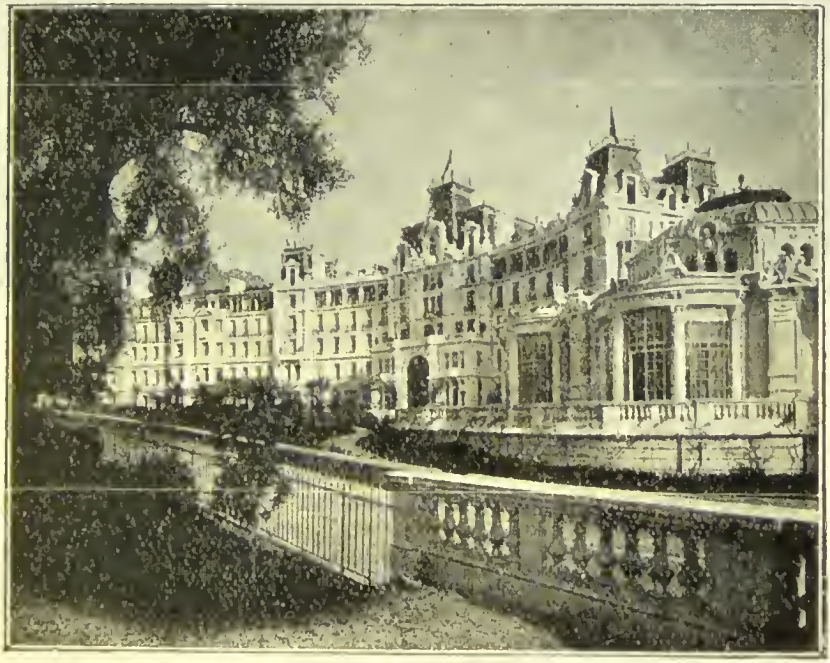
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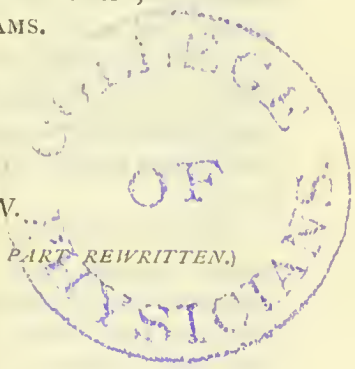
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EUSTACE A. REYNOLDS-BALL, F.R.G.S.,

AUTHOR OF "CAIRO OF TO-DAY," "JERUSALEM," "PRACTICAL HINTS FOR TRAVELLERS IN THE NEAR EAST," ETC.

WITH A MAP OF THE MEDITERRANEAN, AND SEVERAL DIAGRAMS.



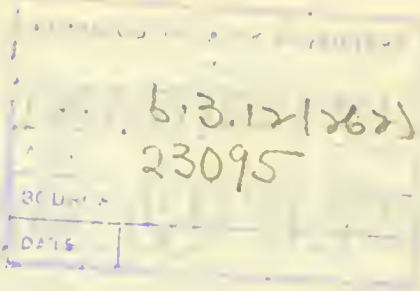
FIFTH EDITION.

(REVISED, ENLARGED, AND IN GREAT PART REWRITTEN.)

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INTRODUCTION

TO THE FOURTH EDITION.

IN this edition—enlarged by over *one hundred pages*, and in great part rewritten—several new and important features have been introdueed.

Though the eharacteristie features are unehanged, the requirements of ordinary tourists and sight-seers have been more fully met. In the case of plaees whieh are of great antiquarian, historic, or artistie interest, the principal sights are suffieiently deseribed to render the tourist to a great extent *independent of the ordinary guide books*. As a rule more spaee is devoted to sight-seeing when dealing with the more distant and less known places, sueh as Syraeuse, Tangier, Hamman R'Irha', Biskra, Helouan, Luxor, Assouan, and the Mediterranean Islands (for whieh guide books are searee and expensive), than in the ease of the popular and well-known winter resorts of Franee and Italy.

At the same time the interest of those classes of visitors for whieh MEDITERRANEAN WINTER RESORTS is mainly intended, viz., invalids and winter residents, are not neglected, and great prominenee is given to the medical aspeet of the various winter stations.

Additional artieles dealing with the elimatic, sanitary, and general hygienie conditions of rising Resorts by resident English physieians have been added to those included in the last edition. And here I take the opportunity of thanking these writers, who have done so mueh to increase the praetieal value of this Handbook to Invalids and other Visitors. I may be excused for calling speeial attention to this new feature, as this is the only English Guide Book published eontaining authoritative artieles on the principal Invalid Stations by medieal experts.

In short, no trouble has been spared in order to maintain the reputation of this Guide as the standard *lay* Guide Book for invalid visitors to the Health Resorts on the Shores of the Mediterranean.

In describing the different places a certain uniform method has, as far as possible, been preserved in treating of the various subjects. Climatic Conditions, Society, Amusements, Sport, Principal Attractions, Places of Interest, Excursions, and Hotel and Villa Accommodation, have been dealt with in the above order, greater or less space being devoted to the various subjects according to the special characteristics of each Resort. Under the heading "Practical Information" the fullest possible details, obtained from residents, and *carefully corrected up to date*, have been collected.

The ROUTES are now placed separately at the end of each volume, and will be *revised annually*.

Dealing with the delicate question of Hotels, I have not shrunk from the invidious task of occasional recommendation, based either on personal experience or on trustworthy reports of friends or residents. It may, without exaggeration, be stated that fuller details, on hotel accommodation, tariffs, character of *clientèle*, etc., frequented by English and American visitors, will be found in MEDITERRANEAN WINTER RESORTS than in any guide book yet published—over forty pages being devoted to this important subject.

Finally, I may observe that most of the information in this Handbook has been derived at first-hand. I have, myself, visited most of the places described, and with regard to others, I have availed myself of the help of travelled friends or residents possessing knowledge gained on the spot.

E. A. R.-B.

LONDON, *January* 1899.

INTRODUCTION

TO THE FIFTH EDITION.

IN the Fifth Edition, which is again considerably enlarged (amounting now to some 650 pages), several important features have been added.

(1) Certain potential winter resorts, such as Cyprus and Khartoum, have been included, while there are fuller descriptions of some comparatively little known winter places—the Levantine Riviera, for instance.

(2) The hotel information has not only been most carefully brought up to date, but many new details are given which may be regarded as authoritative. Indeed, in this edition no less than fifty pages are devoted to this subject, which so closely concerns the comfort and well-being of travellers.

(3) An Appendix, containing articles on topics of special interest to English and American residents in Foreign Winter Resorts, has been added.

Though the additional matter is considerable, yet by the use of specially thin but tough paper in the complete volume (Volumes I. and II. bound up together) the bulk has not been materially increased. With the view of rendering the book still more portable, it is now bound in flexible covers with rounded corners.

E. A. R.-B.

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LONDON, W.C.
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HOTEL ABBREVIATIONS.

A. = Attendance.
Acc. = Number of Rooms.
B. = Breakfast.
C. = Cook's Coupons.
D. = Dinner.
E. L. = Electric Light.
L. = Lunch.
Lts. = Lights.
O. = Open all the Year.
P. = Pension.
R. = Room.
Ref. = Proprietor declines to furnish Information.

ROUTES.*

VOL. I.

N.B.—These Routes will be Revised Annually.

Part I.—The French Riviera.

By rail the usual and quickest route to the Riviera is *viâ* Calais (or Boulogne), Paris, and Marseilles. Travellers should remember that the two *rapides*, which leave Paris for the Riviera at 9.20 and 9.35 every evening, are fearfully overcrowded, especially during December and January. To relieve the traffic an extra *rapide* is run in February and March, leaving Paris (Lyon) at 7.25 p.m. The 9.35 train is officially known as the Nice express, though as this train runs to Ventimille (while the 9.20 stops short at Mentone), it would be more logical to call it the Riviera express and the 9.20 train the Nice express. To get a corner seat by the 9.20 it is advisable to be at the Gare de Lyon fully an hour before the train starts, and even then it is occasionally necessary to circumvent some wily traveller who has filled up two corners of the compartment with his impedimenta, and unblushingly asserts that he is keeping a place for a friend—in most cases

* The following abbreviations are used in this section: S.E.C. for South-Eastern and Chatham Railway; L.B.S.C. for London, Brighton, & South Coast Railway; B.S.R. for Belgian State Railways (Dover and Ostend Route); I.S.C. for International Sleeping Car Co.; N.D.L. for Norddeutscher Lloyd; C.G.T. for Compagnie Générale Transatlantique; N.G.I. for Navigazione Generale Italiana (Florio Rubattino); M.M. for Messageries Maritimes; P.L.M. for Paris, Lyon et Mediterranée.

When fares are mentioned without the route being specified, they are *viâ* Dover or Folkestone. When dates are given they refer only to the 1904-5 season. Railway time-tables also only apply to 1904-5 services.

a hypothetical one. By the Nice express service *viâ* Calais (alternate service to Paris *viâ* Boulogne), which leaves Victoria at 11 a.m. (*viâ* Boulogne 10 a.m. from Charing Cross), there are through carriages from *Calais* to Ventimille. For fares to different towns see below.

Seats can be reserved to Dover or Folkestone at 1*s.* each by giving 48 hours' notice to the Continental Enquiry Office, Victoria Station. Seats (2*s.* each) can also be reserved (with at least 3 days' notice) in the Calais-Ventimille express. A compartment can be reserved in the London and Dover (or Folkestone) boat-train for 4 first-class or 6 second-class tickets at 48 hours' notice without extra charge.

If speed is not an object, passengers are advised to take, instead of one of the evening *rapides*, the 2 p.m. express from Paris, which takes only some two or three hours longer, arriving at the various Riviera stations between 9 and 11 a.m. This train will probably be found far more comfortable, and less tiring, than the popular *rapides*, as there is seldom much difficulty in getting a separate first-class compartment, French travellers rarely travelling first-class when second-class carriages are available. A more economical method of travelling is to travel by the *rapide* from Paris and change at Marseilles into an ordinary express which takes second-class passengers. The difference in time is not great, as, though the *rapides* are through to the Riviera, between Marseilles and Ventimille they are *rapides* only in name. It is said that this section of the P.L.M. is not adapted for express traffic.

Comparing the Folkestone and Dover routes, the latter is unquestionably the more popular, though many travellers consider that the advantage of the shorter Channel passage is outweighed by the discomfort of travelling to Dover with every seat in the compartment taken. This especially applies to the 11 a.m. boat express from Victoria.

Those who dislike a crowd and wish to break the journey would find the new 2.20 p.m. Paris express (Folkestone) from Charing Cross preferable, going on by the 10.35 p.m. from Paris and breaking the journey at Marseilles (arr. 2.28 p.m.).

But to ensure catching this express it is necessary to take a cab from the Gare du Nord to the Gare de Lyon.

There is also the evening mail leaving Charing Cross and Cannon Street at 9 p.m., and Paris at 9.20 next morning; but for through travellers this is not so convenient, as the Riviera is reached at an early hour in the morning.

A cheap and popular route is by the L.B.S.C. service from Victoria (10 a.m. and 9.10 p.m.) *viâ* Newhaven. By the evening service passengers can usually count on catching the 9.20 a.m. express from Paris. Luggage can now be registered *viâ* Newhaven, as well as *viâ* Dover, to destinations on the Riviera.

Since 1903 the train in connection with the 10 a.m. service *runs direct to the Gare de Lyon.*

(1) *Trains-de-Luxe Services :—*

(*a*) Calais-Mediterranean express (daily). Leaves Charing Cross at 11 a.m. By this service Cannes is reached from London in *twenty-three*, *Nice in twenty-four*, *Mentone in twenty-five hours.* Supplementary fares (in addition to first-class) from Calais to Cannes, Nice, or Beaulieu, £4 1*s.* 3*d.*; Monte Carlo or Mentone, £4 6*s.* 9*d.* For the return journey the train leaves Mentone 3.15 p.m., Monte Carlo 3.32 p.m., Nice 4.15 p.m., and Cannes 4.46 p.m., reaching Charing Cross the next afternoon at 4.55.

(*b*) Riviera express. This is for passengers from Germany and Holland. The express leaves Frankfort daily at 11.40 p.m., in connection with expresses from Amsterdam (Mondays and Thursdays) and Berlin (Wednesdays and Saturdays), arriving at Cannes 7.30, and Mentone 9.4 the next evening.

(*c*) Vienna-Riviera express. Useful for those travelling to the Riviera by daylight from Rome, Florence, Tyrol, and the Italian lakes. The only through train between Genoa and Cannes leaves Genoa 9.48 a.m., arrives Cannes 3.15 p.m.

(*d*) P. & O. Marseilles express (see CAIRO Routes).

(2) *Sleeping Car Services.*—Two daily from Paris (Lyon) by the 9.20 p.m. and 9.35 p.m. *rapides* (see above). Supplementary fares from Paris to Marseilles, £1 18*s.* 2*d.*; Toulon, £2 4*s.* 2*d.*; Cannes, Nice, or Beaulieu, £2 8*s.* 2*d.*; Monte Carlo or Mentone, £2 12*s.* 2*d.*

(3) *Restaurant Car Services :—*

(*a*) Calais and Paris in connection with the 9 a.m. express from Charing Cross.

(*b*) Paris and Marseilles by train leaving Paris 9.20 a.m. and arriving at Marseilles 10.21 p.m.

(*c*) Dieppe and Paris in connection with the day Channel service from Victoria.

(*d*) Paris (Gare du Nord) and Paris (Gare de Lyon) in connection with the 11 a.m. service from Victoria.

(*e*) Cannes and Mentone (saloon cars) leaving Cannes at 10.12 a.m., and arriving at Mentone 11.53 a.m.

Luggage Registration and Examination.—Luggage can be registered from London to the South of France and Italy by both the S.E.C. and L.B.S. By the S.E.C. it is examined by ordinary 9 a.m. service at Calais. Luggage registered by 11 a.m. for Hyères, Cannes, Nice, and Mentone, at destination ; for Beaulieu at Marseilles ; and for Monte Carlo at Monaco. Luggage by the night mail (9 p.m.) from Charing Cross and Cannon Street, at Paris (Gare de Lyon). Luggage by *train de luxe* is examined on the train.

By the L.B.S. luggage is examined at Dieppe, and for the Italian Riviera at Ventimille also.

A pleasant way of reaching the Riviera is by sea to Marseilles, by a P. & O., Orient, or Bibby steamer, and for the Italian Riviera by a N.D.L. steamer to Genoa. For full details see CAIRO Routes.

Hyères.—880 miles from London, 25 hours by *rapide* (23 hours by Calais-Mediterranean express). Through carriage from Calais or Paris to *Toulon only*, where passengers must change for Hyères. Best connection by 9.20 p.m. *rapide* from Paris, by which Hyères is reached at 12.22 p.m. next day. Fares : first-class, £7 2*s.* 2*d.* ; second-class, £4 17*s.* 4*d.* ; return,* £11 4*s.* 2*d.* and £8 2*s.* 1*d.* ; *viâ* Dieppe, £6 5*s.* 1*d.* and £4 6*s.* 10*d.* ; return, £9 16*s.* 5*d.* and £7 1*s.* 4*d.*

A branch railway from St. Raphael to Hyères was opened in 1891. It facilitates communication with Cannes and Nice, but there are only two or three through trains a day each way.

* Unless otherwise stated, return tickets are available for 45 days.

Cannes.—946 miles. Time, 25 hours (23 hours Calais-Med. express). Fares: first-class, £7 11*s.* 8*d.*; second-class, £5 3*s.* 9*d.*; return, £11 18*s.* 5*d.* and £8 12*s.* 5*d.*; *viâ* Dieppe, £6 14*s.* 7*d.*; and £4 13*s.* 3*d.*; return, £10 10*s.* 8*d.* and £7 11*s.* 8*d.*

Nice.—966 miles. Time 25½ hours (24 hours by Calais-Med. express). Fares: first-class, £7 14*s.* 6*d.*; second-class, £5 5*s.* 8*d.*; return, £12 2*s.* 7*d.* and £8 15*s.* 5*d.*; *viâ* Dieppe, £6 17*s.* 5*d.* and £4 15*s.* 1*d.*; return, £10 14*s.* 10*d.* and £7 14*s.* 7*d.*

A cheaper but much longer route, which can be recommended to robust tourists, though it is rather too fatiguing for ladies, is *viâ* Turin and Cuneo to Vievola, and thence by diligence to Nice by the Col di Tenda. This new strategic railway has pierced already the Col di Tenda, though this portion of the line is not yet open for traffic, and is to join the coast line at Ventimille; but it is not likely that it will be finished for two or three years. The drive from Vievola to Nice is extremely interesting. The road passes through the midst of the finest scenery of the Maritime Alps. It is one of the longest diligence drives (60 miles) still left by the railways in the south of France; but being one long succession of glorious views, it is not so wearisome to some travellers as the uninteresting and tedious railway journey from Paris to Marseilles. The fare from London to Cuneo, *viâ* Dieppe, Paris, and Turin, is only £5 16*s.* 10*d.* first, and £4 1*s.* 9*d.* second, and the diligence fare to Nice 12 fr. Another advantage is that in Italy, unlike France, second-class passengers can travel by express trains. This route is available also for travellers to Mentone and Bordighera, as a diligence runs in connection with the Nice-Vievola service daily between Mentone and Sospel (fourteen miles), and between Ventimille and Giandola (twenty miles). Private carriages can be obtained at Ventimille and Cuneo.

New Route to the Riviera.—The new line of the South of France Railway Company, from Draguignan to Nice *viâ* Grasse, affords tourists the opportunity of reaching the Riviera by a particularly interesting and picturesque route. The main line from Paris to Marseilles is left at Avignon, where it is necessary to change carriages for Meyrargues. The train for Draguignan

(change), Grasse, and Nice leaves Meyrargues at 8.15 a.m., and reaches Nice at 7.12 p.m. Distance about 130 miles. Fares: first-class, 17 fr. 70 c.; second-class, 13 fr. The journey is long and the trains slow, but as most of the line traverses very beautiful and varied scenery, through a country almost unknown to tourists, the slow rate of travelling has its compensations.

Another railway not yet complete approaches Nice through the wild gorges of the Upper Var. It leaves the line from Grenoble to Marseilles at Digne, and is finished only as far as St. André, whence a diligence (6 fr.) runs *viâ* Annot to Puget-Théniers, on the Var. From this point the line is completed to Nice.

Beaulieu-sur-Mer.—969 miles. Time, 26 hours (Calais-Med. express 24½ hours). Fares: first-class, £7 15*s.* 2*d.*; second-class, £5 6*s.*; *viâ* Dieppe, £6 18*s.* 1*d.* and £4 15*s.* 6*d.*

Monte Carlo.—976 miles. Time, 26 hours (Calais-Med. express, 25 hours). Fares: first-class, £7 16*s.*; second-class, £5 6*s.* 8*d.*; return, £12 4*s.* 10*d.* and £8 17*s.* 1*d.*; *viâ* Dieppe, £6 18*s.* 11*d.* and £4 16*s.* 1*d.*; return, £10 17*s.* 2*d.* and £7 16*s.* 3*d.*

Mentone.—980 miles. Time, 28 hours. Fares: first-class, £7 16*s.*; second-class, £5 7*s.* 3*d.*; return, £12 6*s.* 3*d.* and £8 18*s.*; *viâ* Dieppe, £6 19*s.* 10*d.* and £4 16*s.* 9*d*; return, £10 18*s.* 5*d.* and £7 17*s.* 2*d.*

Details of the sleeping car and *trains de luxe* services are given in the *Riviera Routes* above.

Part II.—The Italian Riviera.

Though the connection between the French and Italian trains is very ill arranged and inconvenient, probably intentionally so, and though the actual mileage is greater, the Marseilles route is preferable to that *viâ* Turin and Savona (except that the first-class carriages are more crowded), and is some twelve hours quicker. As there is a long wait at Ventimille Station, it is a good plan for passengers for Bordighera or San Remo to hire a carriage and drive direct from the station. If the party consists of several persons and

there is much luggage the cost would be little more than by train.

The only through train between the French and the Italian Riviera (except the Calais-Med. express, and the new (Feb. 1904) limited express (7.25 p.m.) from Paris, see *San Remo*) is the Vienna-Riviera express (see *trains de luxe* services above). Extra fare, Cannes to San Remo, 5*s.* 5*d.* By the limited express from Paris a seat can be reserved in advance for 2*s.* 6*d.*

Bordighera.—985 miles. Time, 30¼ hours (28 hours by Calais-Med. express). Fares: first-class, £7 18*s.* 5*d.*; second-class, £5 9*s.* 6*d.*; return, £12 11*s.* 3*d.* and £9 2*s.* 6*d.*; *viâ* Dieppe, £7 1*s.* 4*d.* and £4 17*s.* 9*d.* No return fares in operation.

Ospedaletti.—989 miles. For fares see *San Remo*, there being practically no difference.

San Remo.—992 miles. Time, 30½ hours (28 by Calais-Med. express). Fares: first-class, £7 19*s.* 6*d.*; second-class, £5 9*s.* 6*d.*; return, £12 11*s.* 3*d.* and £9 2*s.* 6*d.*; *viâ* Dieppe and Marseilles, £7 2*s.* 5*d.* and £4 18*s.* 7*d.* No return fares booked. *Viâ* Dieppe, Turin, and Savona no through booking.

The Calais-Mediterranean *train de luxe* (which for one season ran to San Remo) now stops short at Ventimille; and San Remo is not reached till 2.7 p.m.

Travellers *viâ* Turin are advised to break the journey at that city, spending the night there, and going on by 9.25 next morning, reaching San Remo at 4.55 p.m. The Savona line is remarkably picturesque and worth travelling through in the daytime. By this route London is left at 11 a.m., Paris 10.25 p.m., and Turin is reached at 2.26 p.m. Sleeping car on this train from Paris. Sleeping car supplement, Paris to Turin, £1 3*s.* 3*d.*

The fares on Italian railway tickets do not always correspond with the fares actually charged, for there is an extra charge of 10 per cent. on express fares.

Alassio.—1,010 miles. (1) *Viâ* Calais, Paris, the Mont Cenis, Turin, and Savona. Fares: first-class, £7 11*s.* 1*d.*; second-class, £5 4*s.* 3*d.*; return, £12 12*s.* 4*d.* and £9 2*s.* 6*d.*; *viâ*

Dieppe no through booking. (2) There is also the alternative route *viâ* Marseilles. By Calais the fare is £8 6*s.* 2*d.* first, and £5 13*s.* 10*d.* second. (Return, £13 4*s.* 8*d.* and £9 11*s.* 3*d.*) By Dieppe there is no through booking.

Part III.—The Levantine Riviera and Florence.

I. The Levantine Riviera.—The journey to the principal winter stations on this coast by the shortest and most direct route—viz., *viâ* Calais, Mont Cenis, and Genoa, (which a glance at the map will show is almost as direct as the crow flies from London)—takes from thirty-three to thirty-five hours. For hours as far as Genoa see FLORENCE Routes. The quickest train is the 10.25 p.m. from Paris (leave Victoria 11 a.m., or Charing Cross 2.20 p.m., risking the connection at Paris—sleeping car from Paris, £1 11*s.* 7*d.*), reaching Nervi at 7.35 p.m., Rapallo 8.5 p.m., Sestri Levante 8.32 p.m., Levanto 9.10 p.m., and Spezia 9.36 p.m. the next evening. Fares from London: Sestri Levante first-class, £7 13*s.* 9*d.*; second-class, £5 5*s.* 10*d.*; to Spezia, first-class, £7 18*s.* 8*d.*; second-class, £5 9*s.* 4*d.* *Viâ* Dieppe: to Nervi £6 11*s.* 1*d.* first, £4 11*s.* 6*d.* second. All the expresses (except the Paris-Rome express) stop at Nervi, Chiavari, Levanto, and Spezia, and one or two at Rapallo and Sestri Levante.

For Paris-Rome tri-weekly *train de luxe* (extra charge plus first-class fare to Genoa £1 9*s.* 2*d.*), see FLORENCE Routes. Necessary to change at Genoa (reached at 7 p.m.) into the 7.49 slow train.

The scenery after Genoa is very fine, and to enjoy it the best train to take is the 2 p.m. train from Paris, reaching Genoa at about noon next day. Since 1894, when the Parma-Spezia line was completed, an alternative route is offered across the Apennines, through remarkably fine scenery. This route is, however, only recommended to hardy travellers, and would involve several changes.

Florence.—There are many routes to Florence, but the most direct may be narrowed down to six: three by the St. Gothard and three by the Mt. Cenis.

1. *Viâ Calais, Laon, St. Gothard, and Bologna.*—1048 miles, 43½ hours. Through carriage Calais to Basle. There are two expresses a day, one (*a*) leaving Victoria at 11 a.m. and arriving at 5.40 a.m. on the second day, in 41 hours from London; and the other (*b*) leaving Charing Cross at 9 p.m. and reaching Florence at 6.3 p.m. on the second day after leaving London. Fares: first-class, £8 16*s.* 1*d.*; second-class, £6 4*s.* Owing to lack of connection at Milan, where the passenger is stranded for several hours, this route takes about 44 hours. (*c*) The fastest service (37 hours) is by the new 2.20 p.m. express from Charing Cross (Boulogne), by which Florence is reached on the second morning at 6.34. By the (*a*) service there is a sleeping car from Calais to Basle (16*s.* 6*d.*) and Milan to Florence (15 fr. 25 c.). Luggage can be registered through, but is examined at Chiasso.

2. *Viâ Calais, Laon, Basle, St. Gothard, and Pisa.*—38½ hours. A quick but inconvenient route. The route as far as Milan is the same as No. 1 (*a*). The train leaves Milan at 3.30 p.m., and arrives at Florence 1.38 a.m. Fares: first-class, £9 0*s.* 10*d.*; second-class, £6 7*s.* 3*d.* No return tickets booked. Luggage examined at Chiasso.

3. *Viâ Dover, Ostend, Basle, St. Gothard, and Bologna* (*B.S.R.*). Time 40 hours. Fares: first-class, £7 13*s.* 8*d.*; second-class, £5 13*s.* 9*d.* Leave Victoria 1.30 p.m., reaching Milan next evening at 10.23, and arriving at Florence 6.34 a.m. Through carriages Ostend to Basle. Luggage registered to Florence examined at Basle. Sleeping car Ostend to Basle, first-class, 16*s.* 6*d.*; second-class, 13*s.* 7*d.*

4. *Viâ Calais, Paris, Mt. Cenis, and Bologna.*—The train leaves Victoria at 11 a.m. and reaches Turin at 2.26 the next afternoon. Here change carriages, as the through carriages go to Rome, *viâ* Genoa. The train for Florence leaves Turin at 8.5 p.m., reaching its destination at 6.34 the next morning. Fare: first-class, £8 18*s.* 3*d.*; second-class, £6 3*s.* 4*d.* Time, 43½ hours. But the connection to Paris (10.25 p.m.) can usually be effected by taking the 2.20 p.m. from Charing Cross, thus saving three hours. Supplementary fare for sleeping car Paris to Turin, £1 3*s.* 9*d.*; to Genoa or Pisa, £1 12*s.* 10*d.*

5. *Viâ Calais, Paris, Mt. Cenis, and Genoa.*—If a stay of five or six hours at Turin is objected to, passengers can continue their journey by the Rome express (leaving Turin 3.10 p.m.), changing carriages at Pisa for Florence, which is reached at 1.38 a.m. This is a very rapid and tiring journey, Florence being reached in a little over 37 hours after leaving London, or 34¼ hours by the 2.20 p.m. from Charing Cross (see No. 4). It is a good plan to spend the night in Turin, leaving the next morning at 8.40, reaching Florence *viâ* Genoa at 7.11 p.m., without change of carriage. This route is a little cheaper than *viâ* Bologna—viz., first, £8 12*s.* 4*d*; second, £5 19*s.* 2*d.*

6. *The popular cheap route viâ Dieppe, Paris, Mt. Cenis, Turin, Genoa, and Pisa* (L.B.S.C.).—Passengers leave Victoria at 10 a.m., and arrive at Paris (Lyon) 8.17 p.m. Beyond Paris, same train and route as No. 5. Fare: first-class, £7 14*s.* 10*d.*; second-class, £5 8*s.* 1*d.*

Travellers who do not take sleeping-berth tickets are advised to hire a pillow, which can be procured at all the principal stations for night journeys at 1 fr. Rugs (*convertures*) are also supplied for the same price. As there is usually only one second-class carriage on the 10.25 p.m. train from Paris to Turin, it is generally very crowded, so travelling second by this route can only be recommended to hardy tourists.

Travellers should remember that on Italian railways the twenty-four o'clock notation has been adopted (see APPENDIX).

Luggage Registration and Examination viâ Mt. Cenis.—Luggage registered to Italy by the 11 a.m. service from Victoria, and by Route 6, is examined in the train after leaving Modane. Luggage registered by the 2.20 p.m. service is examined at Boulogne and Modane. Registered luggage by the 9 p.m. service is examined at Paris (Lyon) and Modane. All passengers must be present at the examination of their luggage. In addition to examination at Calais or Boulogne, hand luggage by the 10.25 p.m. express from Paris will be examined in the train between Modane and Turin.

Train de Luxe Service.—The Paris-Rome express leaves Paris on Monday, Thursday, and Saturday at 11.20 a.m. (in connection with the 9 p.m. express from Charing Cross), and reaches Florence (*viâ* Mt. Cenis and Genoa) at 2.11 p.m. next

day. Time 41¼ hours. Fare, £8 12*s.* 4*d.*, and £1 17*s.* 11*d.* supplement.

In comparing the merits of these routes, those *viâ* St. Gothard are undoubtedly the most interesting, and it is advisable to leave London by the morning or afternoon express so as to pass through the magnificent scenery by daylight. Travellers are recommended to break their journey at Bologna, unless time is an object. From this town the extremely interesting city of Ravenna, with its wealth of Byzantine architecture, can be easily visited. The journey between Bologna and Florence over the Apennines should be made, if possible, in daylight, as it is a highly interesting and picturesque route. For this reason alone it is worth breaking the journey at Bologna if travelling by the train which would reach Florence in the early morning, to avoid losing all the scenery.

Bologna has excellent hotel accommodation. There is the new and up-to-date Hotel San Marco, which has been recommended. (Acc. 80; B. 60 c.; L. 2 fr.; D. 4 fr.; Lts. 25 c.; R. from 2 fr.; P. from 7 fr.; E.L.) There are also the old-established Brun (*Pension* from 10 fr.), Italie and Pellegrino.

Florence can also be reached by sea *viâ* Genoa by the North German Lloyd steamers (see Cairo Routes).

Part IV.—South Italy.

Naples.—Naples by rail is just over two days from London (by the new 2.20 p.m. express from Charing Cross, 47½ hours, and by the tri-weekly Rome express, 45 hours).

(*a*) The best and quickest route is *viâ Calais, Paris, Turin, Genoa, and Rome.* Leave Victoria 11 a.m. (or Charing Cross 2.20 p.m.) and reach Naples on the afternoon of the second day at 1.36. Fares: first-class, £11 5*s.* 8*d.*; second-class, £7 15*s.* 1*d.* The charge for a berth in the sleeping car from Paris to Rome is £2 0*s.* 1*d.*

(*b*) *Viâ Calais, Turin, Bologna, Florence, and Rome* (see Florence Routes).—A longer and more expensive route. Fare: first-class will amount to about £12 2*s.* (no through booking by the S.E.C.).

By travelling as far as Paris by the L.B.S.C. the fare is about £1 less.

(*c*) *Viâ Calais, Laon, St. Gothard, Bologna, and Florence.*—Longer and slightly more expensive, but more interesting than the Genoa route. Fare: first-class, £11 16*s.*; second-class, £8 5*s.* 9*d.* As far as Florence the route has been described (FLORENCE, Route No. 1). Leaves Florence (after a short stay), at 7 a.m., and Naples is reached in about twelve hours.

(*d*) *Viâ Dover, Ostend, Basle, St. Gothard, Bologna, and Florence* (B.S.R.).—Fares: first-class, £10 11*s.* 5*d.*; second-class, £7 14*s.* 1*d.* By the afternoon (1.30) train from Victoria for Milan (reached at 10.23 p.m. the next day) the route is the same as (*c*). Up to Milan see FLORENCE, Route No. 3. By the morning service from London (Charing Cross, 10 a.m.), the route is by Genoa, and Naples is reached at 1.36 in the afternoon of the second day.

Train de Luxe Service.—Paris-Rome-Naples express (see Florence). Leave Charing Cross at 9 p.m. and arrive at Naples at 11.25 on the evening of the second day. Supplement £2 17*s.* 6*d.*

There is also a sleeping car (supplement £2 0*s.* 1*d.*) from Paris to Rome, in connection with the 2.20 p.m. express from Charing Cross, by which Naples is reached at 1.36 p.m., *i.e.* in less than 48 hours from London. This is the most rapid service to Naples—quicker even than the tri-weekly *train de luxe*. But the connection at Paris (arr. Gare du Nord 9.15 p.m., and leave Gare de Lyon 10.25 p.m.) *is not guaranteed.*

For details about Customs examinations, see FLORENCE Routes.

A visitor who intends staying at Naples all the winter will save considerably by sending bulky luggage by sea: a whole ton of baggage can be sent from London or Liverpool, and delivered at owner's residence in Naples for about 25 to 30 fr. Time in transit would be about three weeks. Or it can be sent through Messrs. Henry Johnson & Son or Messrs. Pitt & Scott, by *grande vitesse* at about half excess luggage rates. Transit about ten days.

Sea Routes (see also CAIRO Routes).—Naples is in direct communication with London, Southampton, and Plymouth by sea. From London there is the fortnightly service of the Orient

Line, which leaves every alternate Friday from Jan. 1st, calling at Plymouth the following day, Marseilles seventh day. Fare: £14 single, £23 return (tickets available for four months). The time occupied in the voyage is usually eight to nine days. The Marseilles-Naples service of the Cie. Gen. Transatlantique has been suppressed. A popular service is the fortnightly one of the N.D.L. from Southampton to Genoa, Naples, and Egypt, leaving Southampton on alternate Tuesdays from Oct. 4th. Genoa is usually reached in eight days and Naples in nine days. Fares: first-class, £12; second-class, £8. The steamers of the N.D.L. Australian Line, leaving Southampton on every third Monday from Oct. 17th, also call at Genoa and Naples.

Special facilities are offered to American travellers for visiting Naples and the South of Italy by means of the direct New York-Mediterranean combined service (see GIBRALTAR Routes) of the North German Lloyd and Hamburg-American Steamship Companies. Fares from Gibraltar to Genoa or Naples 200 fr. first, 125 fr. second; from Genoa to Naples 80 fr. and 50 fr. Steamers leave Gibraltar for Genoa and Naples about every ten days during the winter season.

Capri and Ischia.—Visitors to Capri are no longer dependent on the wretched little local steamers from Naples, as the North German Lloyd run a steamer during the height of the season (middle of February to middle of May), from Naples to Ischia, Sorrento and Capri. Leaves Naples 9 a.m., reaches Casamicciola (Ischia) 10.30; leaves at noon, arrives off Blue Grotto, Capri, 1.50 p.m.; leaves at 2.30 for Capri, leaving there at 4 o'clock, reaching Sorrento at 4.40, and after a quarter of an hour's stay, leaves for Naples, which is reached at 6 p.m.

Fare from Naples to Ischia and Capri, 7 fr. 50 c.; return (good for three months), 12 fr.; and circular tickets, allowing journey to be broken at any place, 17 fr.

There are several other lines to Capri, but they are not to be recommended, as hours vary as much as the tariffs—there is sometimes one rate for Neopolitans and one for the ignorant foreigner! The best is the Neopolitan S. N. Co.

(1) Naples to Capri (returning the same day). Leaves

Naples 9 a.m., arrives Blue Grotto 11.10, leaves Capri 4 p.m. and arrives Naples 6 p.m.

(2) Naples to Capri. Leaves Naples 3 p.m., and arrives at Capri 5.10; leaves Capri *the next morning* at 6, and arrives at Naples 8.20. Fare: 5 fr. 50 c. and 3 fr. 50 c.; return, 10 fr. and 6 fr.

(3) Naples to Casamicciola. Leaves Naples 2 p.m., arrives at Casamicciola 4.30. Stay one hour and a half, Naples being reached at 8 p.m. Fare: 4 fr. 75 c. first-class; 2 fr., second-class; return (good for three months), 8 fr. and 3 fr. 25 c. For route to Casamicciola *viâ* Torre Gaveta, see ISCHIA.

Part V.—The South of Spain.

Malaga.—The direct route is *viâ* Paris, Irun, Madrid, and Cordova. The traveller has no perplexing choice of trains, as there is only one express service from Paris to Madrid, which leaves Paris (Quai d'Orsay) at 10.25 p.m. (leave Charing Cross 2.20 p.m.), arriving at Madrid at 6.30 a.m. the second morning. It is necessary to remain fully twelve hours here, as the only two trains to Malaga leave at 7.10 and 8.50 the same evening. By the former Malaga is reached the next afternoon at 1.15, and by the latter 5.30. Fares: *viâ* Calais, first-class, £11 15*s.* 6*d.*; second-class, £9 15*s.* 3*d.* (first-class from Irun); *viâ* Dieppe, first-class, £10 12*s.* 10*d.*; second-class, £8 19*s.* 6*d.* (first-class from Irun); but there is no through booking except through the Tourist Agencies.

Train de Luxe Service.—The Sud express leaves Paris (Quai d'Orsay) 12.12 p.m. (Charing Cross 9 p.m. previous day), and arrives at Madrid 2.25 the next afternoon. Supplement, Paris to Madrid, £2 2*s.* 5*d.* But apart from the comfort little is gained by using it (unless the passenger wishes to spend the night at Madrid), as the service is intended only for passengers to Madrid and Lisbon.

Then there is a sleeping-car on the ordinary Paris-Madrid express, leaving Paris 10.25 p.m. and reaching Madrid 6.30 the second morning. Supplement, £2 3*s.* 4*d.*

Sea Routes (see also GIBRALTAR and TANGIER Routes).—Malaga, like Gibraltar, is more comfortably and conveniently

reached by sea than by land, and the cost would be less. By the steamers of Messrs. John Hall's line (see GIBRALTAR Routes) Malaga can be reached without transhipping at Gibraltar. The fare is £8 8*s*. first-class (homeward, the fare from Malaga is £9), and first-class return (available for six months), £15 15*s*. The time occupied on the voyage is from nine to twelve days, as the steamer calls at Lisbon and Gibraltar *en route*. The accommodation is fairly comfortable, but passengers must not, of course, expect the luxurious appointments of the P. & O. or Orient-Pacific steamers. Those who prefer a quicker passage could travel to Gibraltar in four days by either of these lines, and from that port to Malaga by sea, or by rail *viâ* Bobadilla. There is also a weekly service of the Adria line (Hungarian) from Gibraltar, calling at Tangier, leaving Gibraltar at noon on Monday, and arriving at Malaga on Wednesday at 5 a.m.

A direct line running along the coast from Gibraltar to Malaga is in progress, but it is not likely to be open for traffic for many years. There is frequent communication by local steamers between these two ports, and steamers twice a week from Algeciras. The small steamers of the Thomas Haynes Line leave Gibraltar once a week for Malaga. The accommodation afforded by this line, however, is very poor, and the dates of sailing are uncertain.

The carriage road (70 miles) between Malaga and Gibraltar is not yet completed. There is a regular service of diligences as far as Estepona. The fares are higher than in French or Swiss diligences, and the usual rate is 1½ pesetas a league (5 kilometres).

Gibraltar (see also TANGIER and CAIRO Routes).—The usual route is by sea, and this is certainly preferable for delicate persons. There are several passenger lines to Gibraltar from London or Liverpool. From London there is a weekly service of the P. & O. Company and the fortnightly service of the Orient-Pacific Line. The P. & O. steamers leave London for Gibraltar every Friday, arriving on the following Tuesday. Fares: first-class, £11; second-class, £7; return, £16 and £10 (available for six months). The Orient steamers leave London every alternate Friday from Oct. 2nd. Fares the same as the P. & O. Company. There is also Messrs. Hall's

line of steamers (see MALAGA) from London, usually every Wednesday. (This line must not be confused with the Hall Line to India.) Fare: £7 7*s*. first-class, and £12 12*s*. return (available for six months) from Cadiz. Then there is the weekly service of Forwood Brothers' Morocco steamers, leaving London usually on Thursday, calling at Gibraltar generally one week later. Fare, £6 first-class.

From Liverpool there is a choice of two lines—the Anchor and Moss—both of which call at Gibraltar if required. The Anchor liners sail on January 5th, and about every week thereafter. Surgeon carried. The fares are very reasonable: first-class, £7; return (good for six months), £12. The Moss steamers (fortnightly from Jan. 9th) are much smaller, and the accommodation is inferior. Fares the same as the Anchor.

The new Prince liners from Manchester and Liverpool also call occasionally at Gibraltar.

The North-German Lloyd liners from Southampton to China call at Gibraltar, but those of the Australian line do not touch here.

Gibraltar can now be conveniently and quickly reached from Marseilles by the homeward bound P. & O. and Orient liners. Average passage 42 to 48 hours. P. & O. fares: first-class, £5; second-class, £4; Orient, £5 and £3.

The steamers of the Paquet Line usually leave Marseilles on the 7th and 22nd of each month at 5 p.m. for Morocco and the Canaries, calling at Gibraltar. The accommodation is not luxurious, but the fare is moderate: £4 8*s*. first saloon.

The overland route to Gibraltar *viâ* Madrid, Cordova, and the new railway from Bobadilla to Algeciras (opposite Gibraltar, whence a steamer runs in connection with the train), is rather fatiguing, and by the ordinary express takes only some sixteen hours less than the sea journey by the fastest boats, owing to faulty connections at Madrid, where over twelve hours are wasted. As far as Bobadilla the route is the same as for Malaga (see MALAGA). Gibraltar is reached at 6.30 p.m. Time from London by the Sud express 70 hours. Fares: *viâ* Calais, first-class, £11 18*s*. 9*d*.: second-class, £9 17*s*. 7*d*. (first-class from Irun). Supplement, Paris to Madrid, £2 2*s*. 5*d*.

MEDITERRANEAN WINTER RESORTS.

PART I.

THE FRENCH RIVIERA.

Thou art the garden of the world, the home
Of all Art yields, and Nature can decree.—BYRON.

THERE can be no question that the beautiful strip of coast from Hyères to Mentone known as the French Riviera, or the Riviera *par excellence*, is the most popular with English people of any of the innumerable winter havens which skirt the shores of the tideless sea. The statistics of visitors to the numerous winter quarters of the South of Europe tend to show that more English visitors are to be found during the winter at the various health resorts stretching along the Mediterranean seaboard from Hyères to San Remo, than at all the winter stations of the rest of South Europe put together.

The distinguishing characteristics of each of the principal winter stations of this region will be dealt with later on, but it will be convenient to summarise here the general features of the climate.

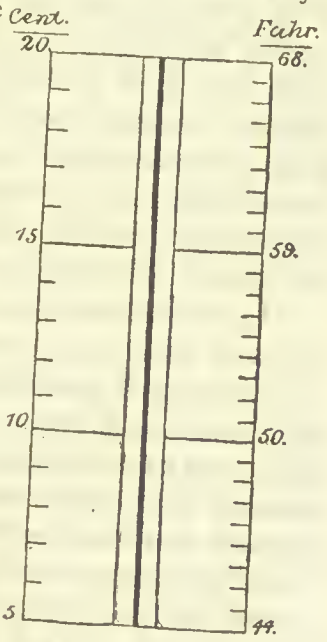
There is no doubt that the Riviera possesses a climate which, at any rate, if not the best in the South of Europe, is certainly the nearest approach to a perfect climate within a day and a quarter of London. Taking the climate of the whole Riviera, its main features are abundance of sunshine, a large proportion of rainless days, fairly mild temperature, and a moderately dry and stimulating atmosphere. There is not nearly as much difference in the climatic conditions of the various resorts on this strip of coast as might be imagined from the imposing array of comparative meteorological statistics and climatological records which are to be found in the guide books. Any peculiar climatic advantage possessed by one particular winter station is due to local conditions—mainly to some natural protection afforded by the configuration of the mountain chain running along the coast, which serves as a barrier—more or less imperfect at the different resorts—to ward off the winds. In short, the amount of shelter from the winds is the one standard by which these winter stations should be classified in order of merit as invalid quarters.

The strong point of the climate is, of course, the large proportion of sunny days. Thus, comparing Nice with London, we find that during the six winter and spring months Nice has an average of ninety-seven clear and cloudless days, while London has only twelve. With regard to rain, it is important to make a distinction between the number of rainy days and the actual rainfall. An inquirer may, perhaps, be confronted with elaborate tables of statistics which prove that the rainfall of Nice from November to April is much greater than that of London. Though this fact is indisputable, it need not daunt the searcher after sunshine. The high average of the Nice rainfall is chiefly made up of a few days' steady downpour, generally in the spring, so that the tables for the period from October to April give 17 in. to Nice, and 9·5 in.

to London. Compare this, however, with the number of rainy days, and we have at Nice thirty, and at London seventy-six days on which rain falls. This explains the fact that while the relative humidity of the principal English winter resorts is from 85 to 90 per cent., that of the Riviera watering places is not more than 75 to 80 per cent.

It is a mistake to suppose that warmth is the most characteristic feature of the climate; and, in fact, were this the case, it would be a far less generally useful and valuable climate than it is. The average mean temperature during the winter months is not more than about 10° higher than in England. Those requiring a really warm climate must go farther south—to Madeira, Egypt, or even the Cape.

In France and Italy the Centigrade reckoning is always used in thermometers, and, for the convenience of those who dislike to have to go through an elaborate calculation in order to convert the Centigrade measurement into Fahrenheit,* I have drawn up the annexed table.



It includes the extremes of heat and cold which are likely to be experienced during the season (November to April).

But the main drawback of the Riviera climate is its windiness. The mistral, or north-west wind, is especially troublesome, particularly at the more western stations, and, as has been said

* The rule is: multiply by 9, then divide by 5, and add 32. This will give the Fahrenheit reckoning.

above, the relative merits of the various winter stations as health resorts chiefly depend on the shelter afforded by the surrounding mountains.

These remarks on the climatic features of the Riviera apply equally to the Italian and French portions of it, as, geographically and climatically, there is not much difference, the division between the two countries at Ventimille being more in the nature of a "scientific frontier" than a natural one. The climate being a question of the highest importance to most visitors to the Riviera, this subject has been taken first. With some, however, the social conditions, hotel accommodation, amusements, living expenses, etc., are matters of equal importance; and in the following pages these topics will be dealt with as exhaustively as space permits.

The season begins about November and lasts till April or May, though as a rule at some of the more fashionable centres, such as Cannes, Monte Carlo, and Nice, it begins later and lasts a shorter time; while at the quieter places, the purely invalid resorts, and the smaller Italian Riviera stations, such as Alassio and Ospedaletti, it lasts seven months or even longer. The most enjoyable months are perhaps February, March, and April; at any rate, hotel keepers count on doing most business during these months.

The various health resorts are usually classified in order of merit, according to their temperature. This basis of classification is not, however, very reliable; and, besides, the difference is very slight, as has already been shown. They may be conveniently grouped as follows:—(1) Health resorts—Hyères, Mentone, Bordighera, and the smaller stations of the Italian Riviera; (2) pleasure resorts—Monte Carlo and Nice; and (3) those combining, to a certain extent, the characteristics of the former classes—Cannes and San Remo. Then the smaller and recently discovered resorts, some of them satellites of the above-mentioned

places, may perhaps be placed in a category by themselves, and may be best described as residential resorts for visitors of moderate means. This classification is, of course, rather an arbitrary one, but it may serve to give visitors some notion of the general character of the different winter resorts.

An article by Dr. M. G. Foster in *The Practitioner*, June, 1898, sums up very concisely and accurately the climatic features of the Riviera. He explains that the warmth of this region is not only due to its sheltered position, but also to the peculiar configuration of the Mediterranean basin abutting on these shores: "Owing to certain banks traversing the Mediterranean and obstructing the influx of deep and cold currents, the contained area of water is some five degrees higher than that of the adjacent atmosphere."

With regard to hotel prices and cost of living, it may safely be said that living in general is much cheaper on the Italian than on the French Riviera, and that, speaking generally, the farther the traveller goes east after leaving Mentone, the more moderate will he find the prices. Some useful information (not, so far as I know, to be obtained elsewhere) on the cost of living in France will be found in the *Anglo-American Annual* (Neal: Paris).

Routes.—See end of book.

PRACTICAL INFORMATION.

Sea Bathing.—It is possible for hardy travellers to continue bathing all through the winter, though the bathing establishments are usually closed in the months of December, January, and February. There being hardly any tide in the Mediterranean, the beach is always in a fit state for the bather. The usual bathing hours are from 8 to 12 in the morning.

Doctors' Fees.—The usual charge is 20 fr. or 25 fr. for the first visit, and sometimes 10 fr. for subsequent ones. At Nice,

Cannes, and Monte Carlo, however, the charges are rather more. For night visits, after midnight, the fee is usually 40 fr. at least.

Sketching Public Buildings, etc.—Tourists should take care not to make notes or rough sketches in the vicinity of a barrack or fort, or even any public building, except, of course, churches, cathedrals, etc., or they will be liable to arrest. It is advisable for all winter residents as well as tourists, especially since the Foreigners' Registration Law of 1893, to be furnished with a passport.

Parcels Post (*Colis Postaux*).—Rates: not exceeding 3 lb. 1*s.* 4*d.*; not exceeding 7 lb. 1*s.* 9*d.*; not exceeding 11 lb. 2*s.* 2*d.* It should be remembered that this service is not in France (nor in Spain or Belgium) undertaken directly by the Post Office. Parcels must be sent by the Railway or Shipping Companies.

Flower Parcels Post.—There was formerly a specially reduced rate for the postage of flowers from the south of France to England. But this service being often abused by unscrupulous persons, the privilege was withdrawn in 1897.

Books of Reference, Guide Books, etc.—A small library might be filled with guide books, works of travel, sketches, etc., dealing with the French and the Italian Riviera, so that there is only room to mention here a few of the best of those recently published. Of guide books, C. B. Black's "Handbook to the Riviera" (A. & C. Black, 1904, 2*s.* 6*d.*) and Murray's "Riviera" (1892, 6*s.*) are certainly the best published in English; and Joanne's "Stations d'Hiver de la Mediterranée" (Hachette, 1904, 3 fr. 50 c.), the best of the numerous French guides. Much detailed information in Bædeker's "South France" (1902, 5*s.*). Cook's "Health Resorts of the South of France" (1896, 2*s.* 6*d.*), will also be found useful. Descriptions of the Riviera are also given in Hare's "The Rivieras" (1897, 3*s.*), "Where to Go Abroad," by R. Hope Moncrieff (Black, 1893, 1*s.*), and in Murray's "Central France" (Stanford, 1903, 7*s.* 6*d.*). Of more general interest are the following:—J. R. Green's "Stray Studies" (Longman). "The Riviera," by Hugh MacMillan, D.D. (Illustrated, New Edition, 1903. J. S. Virtue & Co.), 10*s.* 6*d.* "S. E. France," by A. J. C. Hare (10*s.* 6*d.*). "L'Hiver dans

les Alpes Maritimes, by Dr. E. Onesimus (Paris, 1891). "Afloat and Ashore on the Mediterranean," by L. Merriwether (Sampson Low, 1892, 7*s.* 6*d.*). "The Riviera, Ancient and Modern," by Charles Lentheric (Unwin, 1895, 7*s.* 6*d.*). "The Romans on the Riviera," by W. B. Hall (1898, 6*s.*, Macmillan). "Rock Villages on the Riviera," by W. Scott (1898, 7*s.* 6*d.*, A. & C. Black). "In Blue Waters," by E. de Amicis (1898, 7*s.* 6*d.*, Putnam's). "Historic Studies in Savoy and Vaud," by General Meredith Read (2 vols., 1896, 28*s.*, Chatto). "Riviera Nature Notes" (7*s.* 6*d.*, New Edition, 1903. Quaritch). The best work on the climate of the Riviera is Dr. Theodore Williams' exhaustive "Climates of the South of France" (2nd ed., 1869, Longman). Consult also "Health Resorts of Europe," by Dr. T. Linn (2*s.* 6*d.*, 11th ed., 1903, Health Resorts Bureau, 30, Craven Street, W.C.). A useful text-book, "French Laws and Customs for the Anglo-Saxon" (price 1 fr., 2nd ed., 1904), by Mr. Arthur S. Browne, solicitor, of Nice, has recently been published. Full of legal hints on matters concerning English and American residents in France.

THE RIVIERA v. ALGERIA—A COMPARISON.*

IF Switzerland is the summer playground of Europe, so may the Mediterranean shores be considered the world's great winter-land. The choice of a winter haven along so many thousand miles of sunny coast line seems wide indeed, but in practice one is limited to the two Rivieras, Algeria, Egypt, and the South of Italy. Egypt has the best climate of all; but the distance, the expense of the journey, and the high cost of living prevent it becoming a popular winter residence. South Italy is insufficiently developed as an invalid resort; and the lack of those comforts and conveniences now considered indispensable for English travellers, the comparative

* Abridged from an article contributed to *The Queen*.

inferiority of hotel accommodation, the insanitary habits of the people, and the general tendency to regard the foreign visitor as fair game for petty extortion, are but a few of the drawbacks which far outweigh the natural and climatic advantages of the Neapolitan and Sicilian winter stations.

There remain, then, the Riviera and Algeria. In comparing these two popular winter places, one is confronted at the outset with the great difference between Algeria, with its three winter stations — Algiers (Mustapha Supérieur), Biskra, and Hammam R'irha—and the Riviera, with its innumerable health resorts, great and small, each preserving more or less distinctive features. The most frequented portion of that region which we loosely term the Riviera—the shore *par excellence*—extending from Cannes to Mentone, is little more than one long chain of English colonies linked together by straggling suburbs of handsome villas and hotels, so that a modern Rip Van Winkle might imagine that during his long slumber the long-threatened European war had actually broken out, with the result that the whole department of the Alpes Maritimes had been annexed by England.

No doubt the Riviera is commonplace, overcrowded, and hackneyed, and this its advocates and *habitués* are quite prepared to concede; but then, what other winter region offers such a wide choice of pleasant winter quarters, with such a mild and sunny climate, within from a day to a day and a half's journey from London? In short, it is not going too far to say that no European country, equally easy of access, offers so near an approach to that ideal climate of the legendary land of Avilion:—

> "Where falls not rain, or hail, or any snow,
> Nor ever wind blows loudly."

Then its long-established popularity with our compatriots

has resulted in English tastes and prejudices being scrupulously consulted by hotel-keepers, tradespeople, and all classes interested in attracting English custom. At all the stations of any size we find English stores and chemists, as well as English doctors and chaplains. Even English prejudices in the matter of baths and drainage are not ignored, and no hotel of the first rank is considered complete which has not a quasi-official certificate from a leading firm of English sanitary engineers. Then, too, owing to the amount of competition, hotel prices are much reduced, and old stagers can often get a rebatement on the nominal tariff. Besides, not only at the large centres will hotels be found to suit all purses, but the winter visitor of moderate means has an unlimited choice among the smaller and less known health stations, where fairly comfortable accommodation can be obtained for about 7 fr. a day. In fact, at the bathing stations on the Levantine Riviera, where the winter is the off season, very good hotels of the second rank are willing to take visitors by the month at terms almost as low as at the cheaper class of hotel *pension* in Normandy, Brittany, the Belgian Ardennes, or Switzerland.

The seasons in the Riviera, from the hotel proprietor's standpoint, vary a good deal at the different stations; yet the number of visitors to the whole Riviera, from Hyères to San Remo, ignoring geographical divisions, does not show an appreciable falling off, for when visitors are few at one resort, this deficiency is often more than made up at a neighbouring station. The season 1893-4, for instance, which was decidedly a bad one at Cannes, Nice, and Monte Carlo, was considered a good one along the Italian Riviera. At San Remo the hotels were crowded. Considering fashion changes so in the matter of foreign health resorts, it certainly says much for the intrinsic merits of the Riviera that it has so long maintained its high reputation and

popularity as a residential winter quarter. Hardly more than a generation ago were not Spezia and Pisa popular? and earlier still had not dusty and wind-swept Montpellier its special vogue? What medical man now recommends these moribund winter stations to his patients?

It is unnecessary to give even the barest outline of the characteristic features of the various stations which make up the chain of English communities from Hyères to San Remo. It will be enough to say that Nice, Cannes, and Monte Carlo may be regarded in the double aspect of popular holiday resorts and fashionable residential watering-places; Mentone and Bordighera are distinctly medical stations; while Hyères and San Remo are health and pleasure resorts combined. Then there are the minor stations and the more recently discovered ones, such as Valescure, Cap d'Antibes, Beaulieu, Cap Martin, Ospedaletti, Alassio, etc., which as yet have not developed any very distinct feature, and, speaking generally, are best adapted for the non-invalid visitor of quiet tastes and of modest means.*

A peculiarity of the Riviera is that each of the prominent watering-places seems to possess a sort of tutelary deity of its own. For instance, no visitor to Cannes is allowed to forget the name of its illustrious founder, Lord Brougham; while the main interest of the English community at Beaulieu seems centred in the movements of another great statesman, Lord Salisbury. Cap d'Antibes has Mr. Grant Allen as its *genius loci*; and Valescure is chiefly concerned in the advent of Mrs. Humphry Ward or Mrs. Oliphant. The English colony of Bordighera is more or less under the protecting ægis of Dr. George Macdonald; and Mentone, of course, swears by the name of the late Dr.

* Cap Martin, however, is not by any means an economical resort. In fact, it is perhaps the most expensive residence on the whole Riviera.

Bennet. It behoves, then, the visitor to the Riviera to find out beforehand the particular fetish of the neighbourhood in which he proposes to take up his winter quarters.

Algiers, on the other hand, though visited regularly by many well-known people, does not seem to possess any one *habitué* of note standing out pre-eminently to form the centre of any cult. Here the English club at Mustapha serves as a focus of society, and the general rendezvous and rallying-point of the English residents. This club, to which ladies are admitted as visitors, is an important factor in the social economy of the English colony, which can hardly be said of the well-known Cercle Nautique of Cannes or the Cercle de la Mediterranée of Nice, whose relations with the respective English communities—at any rate so far as the ladies are concerned—are confined to an occasional *matinée dansante.*

The most serious rival to the Riviera is Algeria, distant some 500 miles on the opposite shores of the tideless sea. In comparing the merits of health resorts climate is, of course, a question of the first importance. Algeria has not, any more than the south of France, a tropical climate, though naturally the difference in latitude makes an appreciable difference in the temperature. In fact, Algeria, as Mr. Grant Allen has pointed out, in flora and fauna is not very dissimilar to the South of Europe. Instead of "Europe ending with the Pyrenees," to quote Napoleon's aphorism, it might in this regard be said to extend to the Atlas Mountains.

Though there are so large a number of winter stations in the two Rivieras, and only three in Algeria—Algiers, Biskra, and Hammam R'irha—the difficulty of comparing the climatic differences between the two countries is much lessened by the fact that there is not really very much difference—*pace* the doctors and the compilers of local guides—in the climate of the different Riviera stations

except as regards temperature, which varies some 4° or 5°. In fact, there is greater variety of climate between the three Algerian health resorts. The main features of the Riviera climate are abundance of sunshine, fairly mild temperature, and a dry and stimulating atmosphere. Algeria is, of course, much warmer than the Riviera, the mean average temperature from November to April the last few years being from 4° to 6° higher. The bare fact that during the season 1888-9—to take a recent year—the temperature of Algiers did not once fall as low as that of Nice, nor, on the other hand, did the maximum temperature of the latter town touch that of Algiers, is more convincing to the lay reader than whole columns of meteorological tables. If the Algerian climate is milder and more sedative than that of the Riviera, and consequently has less extreme of temperature, it must, however, be admitted that its rainfall is greater; for while along the Riviera not more than thirty to thirty-five rainy days may be expected during the six months of the season, in Algiers visitors must not grumble at an average of some forty to forty-five wet days. As regards winds, Algiers has the advantage of many of the towns along the Riviera, the hotels and villas on the slopes of Mustapha Supérieur being admirably sheltered. Of course, there is the sirocco for advocates of the Riviera to pit against the much-maligned mistral; but in the winter this obnoxious wind is rare. On the whole, then, Algeria in many essential respects has a superior climate to that possessed by the rival winterland on the northern shores of the Mediterranean.

Hammam R'irha is bracing, slightly colder than Algiers, and possesses a fairly equable temperature. The atmosphere is stimulating, and remarkably pure and salubrious. Biskra, which is probably the coming winter resort of North Africa, has indisputably the best climate of any health resort within the same distance of England. Its

climate is very similar to that of Egypt. The one great defect of the Egyptian climate is, however, also possessed, though to a less extent, by Biskra—namely, the great extreme between day and night temperature; and this lack of equability is the great drawback to Biskra as an invalid station. This Saharan resort, indeed, bids fair to become a very fashionable winter station, rather to the regret of many visitors, who fear that this unique "City of the Palms" will lose its individuality, and become almost as conventional as aristocratic Cannes or Pau, where the visitors' lists suggest a page from the *Almanac de Gotha.*

Putting aside the comparative merits of these winter quarters as medical stations, in one important respect Algeria differs from the Riviera as affording far more scope for the average tourist and traveller than this conventional and crowded region. Algeria, with its grand natural curiosities, its wealth of Roman remains, its mosques and koubas, its picturesque scenery, and its delightful climate, makes an ideal winter playground for the non-invalid visitor. As a winter touring-ground it is beginning to hold a similar position to that held by Switzerland or Norway among summer holiday-makers; and, though not cheap according to the European standard, it is perhaps one of the least expensive of the extra-European winter quarters within a reasonable distance of London.

In short, to sum up the conclusions of this comparative survey of the two great rival winter resorts, Algiers, both economically and socially, as well as climatically, seems to have almost attained the desired *juste milieu.* In climate it stands midway between the dry and stimulating Riviera, and the warm, moist, and relaxing Madeira. In the matter of living, expenses, hotels, etc., it is on the whole somewhat dearer than the Riviera, but decidedly cheaper than Egypt. Then socially speaking, Algiers, without any pretensions to being a particularly fashionable or aristocratic

residence, like Cannes, Pau, or Cairo, is not so "mixed" or dissipated in its society as Nice or Monte Carlo. Besides, being a little out of the beaten tourist track, it is not much infested with the carpet-bag tourist and cheap excursionist—the bane of the Riviera during the Carnival season. As a field of travel for the artist, botanist, antiquary, or, in short, any visitor whose requirements and aspirations are not limited by those of the *hiverneur* pure and simple, there is not, of course, any comparison between the two countries. The well-worn tract of the Riviera does not seem intended for the intelligent tourist; and this sunny region should be mainly regarded simply as a pleasant alternative winter residence to our own South Coast.

I.—HYÈRES.

OF all the winter stations of the Riviera, Hyères is the most southerly, the nearest to England, and almost the oldest-established. If we cannot add that it is also the most frequented by English people, it is not for want of climatic, hygienic, and other natural advantages. It formerly had a very high reputation, but of late years its popularity among English people has rather declined, and its rivals, Cannes and Nice, and, more recently, Mentone and San Remo, have enriched themselves at its expense. It is curious how mere fashion seems to have influenced the choice of a Riviera health resort almost as much as climatic considerations; and of late years the tide of visitors has been steadily setting eastward.

The fact of Hyères being off the main line from Marseilles to Ventimille, accounts a good deal for the comparative neglect into which the place has fallen. The P. L. M. Railway Co. have no doubt reason to regret their decision to leave Hyères in the cold when constructing the portion of the line from Toulon to Cannes inland through the Montagnes des Maures.

It must not, however, be supposed that Hyères is a "decayed watering-place." Those not unduly influenced by the gravitation of fashion, and unenvious of the distinction of belonging to the class characterised by Society journals as smart, may find at Hyères an agreeable society among the large number of English and French visitors who, fully alive to its many advantages, find in it delightful winter quarters.

The visit of the Queen to Costebelle, in the spring of 1892, no doubt resulted in a kind of factitious popularity being given to Hyères among fashionable people, but it is not likely that it will become a serious rival as a residential pleasure resort to Cannes or Nice. But though Her Majesty's visit is not likely to bring about a considerable influx of the fashionable world, yet it has done a great deal to draw the attention of invalids to the undeniable advantages of Costebelle as a winter health station.

Situation.—Hyères has a picturesque situation, and the scenery of the surrounding country is very fine. The town is built on the southern base of a rocky hill, an offshoot of the Montagnes des Maures, which bound the valley of Hyères to the north, and form an effectual barrier to the winds coming from that quarter. The town is also well sheltered from the east and south-east winds by a chain of undulating hills, which extend as far as the little promontory of Camarat. The Esterel Mountains also serve, though to a less extent, to protect the valley from these winds. So we see that Hyères is well sheltered on three sides; but, unfortunately, to the west and north-west there is not so much protection, a low and disconnected series of hills between the town and Toulon being the only shelter afforded. The mistral, consequently, does not belie its name (*magistral*), and is, indeed, master of the situation. The little suburb of Costebelle, opposite Hyères, which has been built on the slopes of Mont des Oiseaux, is, however, almost entirely sheltered from this wind, and is, consequently, the most suitable place of residence for invalids.

Hotels and Pensions.—The hotels at Hyères are good, and most have large gardens attached to them. The

charges are slightly more moderate than at hotels of a similar class at Nice and Cannes.

Near the Place des Palmiers are :—

des Palmiers, opposite the Jardin des Palmiers. Well sheltered. Acc.* 120; B. 1 fr. 50 c.; L. 3 fr. 50 c.; D. 5 fr.; Lts. 50 c.; R. 4 to 6 fr.; P. 9 to 15 fr.; C. English sanitary arrangements. Large garden with croquet lawn. Lift. E. L.

des Iles d'Or, Avenue des Iles d'Or. Acc. 150; B. 1 fr. 50 c.; L. 4 fr. 50 c.; D. 5 fr.; Lts. 50 c.; A. 75 c. R. 3 fr. 50 c.; P. from 10 fr. C.

des Hesperides, close to the Iles d'Or. Prices a little more moderate than the two above-mentioned. Acc. 80; B. 1 fr. 50 c.; L. 3 fr.; D. 4 fr.; Lts. 25 c.; R. 2 fr. 50 c.; P. 7 to 10 fr. C. Large garden, with tennis court. Lift.

Continental. Commanding situation, but somewhat exposed. P. from 10 fr. High-class Family Hotel.

In the eastern quarter near the Jardin Denis are :—

Métropole (formerly d'Orient), opposite the Jardin Denis. Acc. 80; B. 2 fr.; L. 3 fr.; D. 4 fr.: R. 3 fr.; Lts. 50 c.; P. from 10 fr. C. Lift.

du Parc, Avenue des Palmiers. Fine views of Bay and Iles d'Hyères. P. from 8 fr.

Beau Séjour, at the east end of the Avenue Alphonse Denis. P. from 8 fr. Garden.

Chateaubriand. Well sheltered. Lift. Lawn-tennis. Near the golf links. P. from 10 fr.

Visitors who intend to make a long stay, and especially invalids, will probably prefer the hotels in the Costebelle quarter, among the pine-covered valleys of the Mont des Oiseaux. These three hotels are now all owned by M. Peyron, who has spent considerable sums in laying out and improving the estate. Amongst other improvements M. Peyron has purchased the land containing a well with sufficient pure water to supply the three hotels

* For abbreviations see the list at the end of the Table of Contents

and any villas that may require it. This ensures the property always being well supplied with this necessary commodity. The pressure from the town waterworks only enabled water to be received on the ground floor of the Hôtel d'Albion, but now pure water is brought by pressure to the highest point of the estate.

Costebelle is a very pleasant suburb, and well sheltered from the mistral. Here a small English colony has established itself. It is about a mile and a half from the town, and "being near the sea, in a forest of pine and cork oaks, it combines the advantages of Arcachon with those of Hyères."—C. B. BLACK.

There are three first-class hotels.

Costebelle. Open from October to May. R. 3 to 6 fr.; B. 2 fr.; L. 4 fr.; D. 5 fr.; P. from 10 fr. Hotel chosen by Queen Victoria for her stay in 1892.

Hermitage. Same terms and arrangements as at the Costebelle Hotel. Both these hotels have excellent sanitary arrangements, and can be recommended to invalids. Lawn-tennis. Telegraph office.

Albion, near All Saints' Church. The largest hotel in Hyères. Over 150 rooms. Splendidly situated on the summit of the Hermitage Hill, but consequently rather more exposed, and not so well adapted for invalids as the other two hotels. Luxuriously appointed, but expensive. P. from 11 fr. Good sanitary arrangements. Lift. Tennis courts.

Pension les Mimosas. P. from 8 fr.

Furnished apartments can be obtained, and villas can be hired for the season: the highest rents are charged for those in the neighbourhood of the Hermitage.

Amusements.—Though Hyères is chiefly known as an invalid resort, yet it is by no means a dull place to winter in, though, of course, it is not nearly as gay as Nice, Cannes, Monte Carlo, or even San Remo. There is, however, a Casino, with band daily, and theatrical performances during the season by the

various companies engaged at the Toulon Theatre. In the reading-room will be found several English newspapers, and the *écarté* and *baccarat* play in the salon de jeu will provide excitement for those who require it. Those of quieter tastes are not neglected, as there is a Philharmonic Society, which gives occasional concerts. Of outdoor amusements there are lawn-tennis and golf, and an annual race meeting; and perhaps pigeon-shooting should be classed under this head, for it certainly is not sport, and a sorry amusement at the best. The pigeon-shooting ground is at La Plage, about two miles and a half from the town. It will be seen, then, that visitors are not badly off for amusements, and that Hyères is not at all the dull and sleepy town that it is often represented to be.

Sport.—There is not much sport in the neighbourhood, though snipe and wild ducks may occasionally be found in the marshy ground in the Giens Peninsula, four miles from Hyères.

Plenty of sea-fishing to be had.

For reliable information on the sporting capabilities of the district it would be advisable to apply to the manager of the English bank.

THE CLIMATIC AND HYGIENIC CONDITIONS OF HYÈRES.

By Dr. W. P. Biden.

The topographical features of Hyères, which have been already summarised, sufficiently explain the fact that in the town itself northerly winds are unknown; the prevailing winds must of necessity be westerly or easterly. The much-abused mistral of

Provence is indeed felt, but is shorn of its violence by the circuitous course it must follow. It appears at Hyères as a westerly wind, usually of very moderate force, and very rarely attains to the strength of a gale. The east wind is often accompanied by rain, and coming more or less directly from the sea, without any material obstacle in its path, it blows at times with a considerable amount of force. The average number of windy days varies with each month—during the past fourteen years the mean number of days per month on which the wind has been "strong to a gale" was four to five, and the wind has been "light to fresh" on fifteen. On the remaining days the wind has been very slight or altogether absent. But, wind or no wind, there are not half a dozen days in the entire winter on which any one but the most delicate need be kept indoors on this account.

To continue the meteorological characteristics of the climate, the rainfall has averaged 16·91 inches during the six months of winter of the past fourteen years, and the mean number of rainy days—*i.e.*, days in which 0·01 inch of rain has been measured—is forty-one. It may be here remarked that rain falls more often and in larger quantities between 9 p.m. and 9 a.m. (night), than between 9 a.m. and 9 p.m. (day). We find an average of from twenty-one to twenty-five sunny days per month, 136 days of fine bright sunshine out of the 181 days of the six winter months. It is this abundant sunshine that makes the days so warm and enables one to spend so much time in the open air. The nights may be only a degree or two warmer out of doors than at some places in England—but then no delicate person would think of going out at night. Indoors, so much heat has been absorbed by one's room during the day that a fire is unnecessary, unless it happens to have been a dull, sunless day.

The mean winter temperature, with the thermometers carefully tested and properly exposed in a Stevenson's screen and placed beyond the influence of houses or walls, is 50·6°. The mean maximum temperature in the rays of the sun is 106°. The relative humidity of the air—saturation being represented by 100—is 73 per cent.

Climatically speaking, Hyères is thus seen to be so placed

as to have the full benefit of the sun's rays shining through an atmosphere containing but a moderate amount of moisture, a small proportion of dull and rainy days and a moderate number of windy days. It is completely sheltered from the direct influence of all northerly winds ; the weather changes are usually gradual, and it is very rare to find long-continued bad weather. Situated at a distance from the sea, the air contains but a small quantity of saline matter. It thus possesses fully the characteristic advantages of the sheltered Riviera station, and at the same time the exciting influence of the sea air is greatly lessened by distance.

The suburb of Costebelle, on the southern slope of the Montagne des Oiseaux, two miles from Hyères and one from the sea, is composed of a cluster of hotels and villas. It was the Hotels de Costebelle and de l'Ermitage that Her Majesty chose as a spring residence in 1892, whilst the other hotel (the Hôtel d'Albion) was honoured by the Prince and Princess of Wales and the Duke and Duchess of Connaught. The neighbourhood is thickly wooded with pines, whilst below in the valley, and stretching to the seashore is a perfect sea of olives. It is admirably situated—away from roads and dust, away from all that constitutes a town, charmingly perched in its own nook in the hill-side. Doubly sheltered from the cold northerly winds, it is perhaps more exposed to the daily sea-breeze, and would thus be considered to possess a more bracing climate than Hyères proper—a conclusion justified by experience.

There is little to be said about the sanitary arrangements at Hyères. The water supply is abundant, and if one complains that it is somewhat hard in quality, one could not have a more conclusive proof of its distant source, there being no limestone within half a dozen miles of Hyères.

There is no system of house drainage to poison one with sewer-gas through faulty valves ; each house has its own well-ventilated and well-cemented cesspool, which is emptied as often as may be necessary. The street drainage carries off the surface water and also the kitchen water, but there is no connection between it and the cesspools.

The hotels are mostly fitted with English sanitary fittings and flushing tanks, and have to make their own arrangements to

dispose of the large amount of waste water these entail. In some cases the hotel proprietor possesses some waste ground at a distance on to which the water is turned periodically. In others it is got rid of by means of a "*puits perdu*," a deep reservoir, through the sides of which the water percolates.

Finally, it may be mentioned that zymotic diseases are practically unknown amongst the English colony.

Having considered the climatic and meteorological features of Hyères, let us briefly turn to their application in the prevention, mitigation, or cure of disease.

By way of introduction it will be as well to lay stress on the personal factor in regard to the choice of a climatic station. When called on to treat some pathological process, let us not ignore the wishes, tastes, and previous surroundings of the invalid. It does not do to root up one suffering from chronic bronchitis, and send him alone, without his home comforts and tender care of friends, to rough it in a Riviera pension. He may get on without his home comforts, but he will have greater need of some one to act as a buffer between him and his new surroundings, and to look after the many wants and requirements that one can hardly with justice expect of the hard-worked pension *femme de chambre*.

No delicate person should venture abroad unless accompanied by a congenial and reliable companion. There is also the disposition of the patient to be considered, and a lively or quiet place chosen according to his temperament; and, finally, it does not do to send a poor man to a place beyond his means.

For the prevention of disease, unfortunately it too often happens that the predisposition is not acknowledged or realised until some active manifestation has compelled attention, or, in the case of delicate children, it may be difficult to convince their parents of the necessity of taking them abroad for the winter months. Yet we often see such children deriving the greatest benefit, when accompanying a parent who has been ordered away, usually on account of some tubercular mischief—a benefit that will certainly become permanent unless a return is made too soon to depressing surroundings, or, as sometimes happens, the good results of the winter are wasted by remaining too long after the heat of summer has made itself felt. Such cases may

remain on till the end of May or middle of June ; but later the relaxing heat rapidly undoes what has been gained.

Scrofula may be prevented from developing its many phases, or, if developed, the cure hastened by wintering at Hyères, or better at Costebelle, the proximity of La Plage or the beach at Almanarre being made use of for a prolonged course of sea-baths. The period of convalescence from acute disease is shortened, and the liability of its degenerating into some chronic form, or of one or other of the numerous *sequelæ* arising is lessened. Here also we may include that numerous class of brain-workers with feeble physical power ; personal experience brings many to Hyères winter after winter, with the remark that it suits them better than any other place. And the same may be said of the numerous cases of chronic sore throat, more especially clergymen.

Passing on to the larger class of cases — those whose symptoms may be mitigated or cured by wintering at Hyères, for they are so bound up that we may advantageously take them together. Of these we find diseases of the chest taking the first place ; the degenerative diseases of the heart and blood-vessels ; simple subacute or chronic laryngitis ; bronchitis, more especially that form accompanied by excessive secretion, though cases of gouty bronchitis derive great benefit from the suitability of the climate to the gouty diathesis. As to emphysema and asthma, it is impossible of course to differentiate the varieties of asthma, but speaking generally of the large number of cases met with at Hyères, comparatively few call for active treatment when they have not delayed leaving England until the fogs have set in ; such cases should arrive about the second or third week in October.

In the numerous forms and varieties of phthisis the climates of Hyères and Costebelle are of the greatest value, taken in conjunction with active medical treatment. It is of the greatest importance that such cases should leave England early, and not wait until they are imperatively ordered away. Taken early, the mischief can almost be certainly remedied and cured. But every week of delay prolongs the period of treatment and lessens the prospect of ultimate recovery. When the mischief has entered on the second or the third stage, certainly life may be

greatly prolonged, and in a very large proportion of cases symptoms are mitigated, if not entirely banished; but in these days when so much is being done, and done successfully, to prevent disease, phthisis should be treated in its incipient period as a matter of the utmost gravity, in the hope (and it is a most reasonable one) of obtaining a cure, a cure that nursing and medicine alone cannot ensure; they must be aided by favourable climatic surroundings.

It is difficult to decide what cases of phthisis should *not* be sent to Hyères. With its unique position, away from the sea at a moderate elevation, 150 feet above sea-level, and with so much vegetation growing round about, the climate is less characteristic than that of the other Riviera stations. Whilst being, one may say, equally warm, and having an equal amount of sunshine, and so possessing fully their advantages over the English climate, it is less dry, and the exciting influence of the Mediterranean is less felt. It is said cases of hæmorrhagic phthisis should not be sent to the Riviera. But there are such cases that have passed one or more winters at Hyères with great benefit, and that are now practically cured. It is ungrudgingly allowed that the advent of a case of one of this class at Hyères is always a source of anxiety. Cases of marked nervous irritability usually have to be sent away, though some prove amenable to treatment. In cases of laryngeal phthisis the climate is too irritating. Phthisis with renal complication is usually considerably benefited, and so is also that form in which dyspepsia is the main trouble.

Passing to other affections, the Hyères climate is advantageous for the atonic and catarrhal forms of dyspepsia, chronic intestinal catarrh and chronic dysentery. In nervous affections care must be taken to avoid sending cases presenting any acute or subacute symptoms. Neuralgia does well, but not so hysteria, hypochondriasis and spinal irritation. It is well suited for cases of locomotor ataxy, but not cases where there is any tendency to cerebral congestion. In diabetes, gout, and the many forms of the gouty diathesis, rheumatism, rheumatic gout, the convalescence from acute nephritis, and all the forms of Bright's disease, malaria, anæmia, heart diseases generally, we may confidently look forward to beneficial results. If in the nature

of things a cure is not to be expected, symptoms cease from troubling, and when the first news arrives of fine weather in England at the end of March, our happy but restless patient is at a loss to understand why he is not permitted to return.

HYÈRES, *May*, 1892.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—See above.

Church Services.—The English church, dedicated to St. Paul, is in the Avenue Victoria. Chaplain, Rev. G. F. Jackson, M.A. Services, 10.30 and 3.

All Saints', Costebelle. Chaplain, Rev. R. W. Goodall, M.A. This church replaces the little iron church attached to the Hôtel de Costebelle. It is a fine stone building, consisting of chancel, nave, and transepts.

English Vice-Consul.—George Corbett, Esq., Av. des Iles d'Or.

English Doctors.—Dr. W. P. Biden, La Tour Jeanne; Dr. C. E. Cormack, Avenue Beauregarde.

English Nursing Institute.—Hyères Nursing Institution of English Hospital-Trained Nurses, at 60, Avenue Gambetta.

English Chemists.—Powell's English Pharmacy, Avenue des Iles d'Or; Massell.

Post and Telegraph Office.—2, Avenue des Palmiers.

English Bank.—Messrs. R. J. Corbett & Co. This firm also conducts a house and general agency.

Cafés and Restaurants.—Du Siècle, Avenue Alphonse Denis; Maison Dorée; De l'Univers, Avenue des Palmiers.

Clubs.—The best is the Hyères Club, Avenue des Palmiers. The monthly subscription is moderate.

Golf Club.—Hon. Sec., G. R. Corbett, Esq. An 18-hole course, a mile and a half from the town, on the St. Tropez Road.

Conveyances.—Omnibuses run several times a day to Toulon. Electric tramway in course of construction. Cabs by the hour, 2 fr.; by the course, 1 fr. 50 c. For excursions there is not a recognised tariff, and bargaining will be found advisable; the driver is sometimes satisfied with 6 fr. for an afternoon's drive

in a carriage with one horse, or with a pair he might be induced to accept 10 fr. For a day's excursion with a carriage and pair the cost would be from 15 to 25 fr., the latter price being for a long drive among the hills. A carriage with driver can be hired for the month for about 300 fr. with one horse, or 500 fr. with two.

House Agents.—The English Bank ; Mr. Hook.

Living Expenses.—Hyères will be found a fairly cheap place to winter in, compared with the more fashionable watering-places of the Riviera. There are good shops, and provisions of all kinds are reasonable in price and plentiful. Prices, however, show a tendency to rise.

Reading Rooms and Libraries.—The English Reading Room is in the Place des Palmiers, and the Circulating Library is also there.

Tourist Agencies.—Messrs. Thomas Cook & Son, Place des Palmiers ; International Sleeping Car Company (Agency, the English Bank).

II.—CANNES.

AS a winter residence, Cannes, in some respects, compares favourably with the Riviera resorts farther east. It is not so cramped and confined as Mentone, and there is a greater variety of walks and drives on fairly level ground. The surrounding country is well wooded, and the Esterel Mountains are not so bleak and dreary as those overhanging Mentone. The hotels and villas cover a very wide district, and the landscape is freer and more open. In fact, Cannes is a kind of Continental Bournemouth—a conglomeration of villas and country houses scattered over the extensive suburbs. Nearly all the villas have large gardens, generally far more extensive than can be obtained at Nice. This popular resort, too, labours under the disadvantage of being a large city. In fact, the title, "The Brighton of the Riviera," of which Nice is so proud, is considered rather as a reproach by exclusive and aristocratic Cannes. Not that Cannes is without its drawbacks. It is very windy, and the roads are generally fearfully dusty. The month of March, too, is much dreaded by visitors on account of the mistral. Then the winter residents are beginning to complain of the over-building that has been going on of late years in the suburbs. The numerous hotels and villas springing up on all sides, and especially in the Californie quarter, do not add to the æsthetic attractions of the landscape, especially as a good many buildings are unfinished. What, however, is of more practical importance, is that the large gardens attached to these villas have encroached

a good deal on the country side, and in order to reach the open country a long walk or drive has to be taken. When it is remembered that there are about 450 villas, and some 50 hotels, in Cannes and its suburbs, it must be allowed that there are some grounds for this complaint.

Climate.—Cannes is not so warm as Mentone (East Bay), but slightly milder than Nice. The mean average temperature from November to April is 50°. January is generally the coldest month, and most rain falls in November and March. Carefully compiled statistics prove that fifty to fifty-five rainy days may be expected during the season. The town is fairly well sheltered from the north winds by the Alpes Maritimes, though this protection is by no means perfect, as the nearest chain of mountains is some distance inland. With regard to the mistral, or north-west wind, the shelter afforded by the Esterel Mountains is not so good as one would expect from the position of these hills. This much-dreaded wind blows through gaps in the chain.

There are two kinds of climate at Cannes, depending on the proximity to the sea. The neighbourhood of the sea-shore is bracing and stimulating, and therefore invalids of nervous temperament are found to do better inland, or at the suburb of Cannes. Those suffering from asthma should live inland. The season for ordinary visitors is from December to April, but every year shows a tendency on the part of visitors to come later.

Society.—Cannes is considered one of the most aristocratic watering-places in Europe, and as a fashionable resort it ranks with Homburg, Aix-les-Bains, Trouville, or Pau. The society is not, perhaps, so select and exclusive as formerly, which may be due to the fact that of late years Cannes has come to be frequented by visitors who, liking

to be fashionable, consider it the correct thing to spend a winter at Cannes. The influx of this class of residents has tended to modify the severely exclusive character of the society, and the plutocratic element is more prominent than formerly. There is certainly some excuse for de Maupassant's sarcastic comment on Cannes society:—"Princes, princes, everywhere princes. They who love princes are indeed happy. In our democratic country Cannes has become the city of titles."

One of the oldest institutions of Cannes is the Cercle Nautique, the club most affected by English and American visitors, whose various entertainments form so large a part of the life of the place as to render its membership almost a passport into Cannes society. The subscription is 30 fr. for a fortnight—members not being admitted for a shorter period—50 fr. for a month, and 150 fr. for the season. Candidates must be proposed and seconded by a permanent or life member and the committee elect. This club is one of the best on the Continent, and enjoys a very high reputation. The play here is above reproach, which, unfortunately, cannot always be said of many fashionable clubs and casinos in France frequented by Englishmen.

Some of the finest hotels in Europe are to be found at Cannes, and indeed many of the leading houses, such as Gallia, Métropole, and Prince de Galles, might compare favourably with the best hotels of London, Paris, or Rome.

Hotels and Pensions.—With over sixty hotels, from the palatial Métropole to the modest, but in some respects equally comfortable hotel-pension, there is naturally an embarrassing choice, and space can only be found for a few representative ones. Position is perhaps the best basis of classification.

In the English quarter, on the west side of Cannes, the following hotels are good: Beau-site, Esterel (B. 1 fr. 50 c.; L. 4 fr.; D. 6 fr.; R. 5 to 8 fr.; P. from 10 fr. C. Lift. E. L.), Parc (20 fr.), and Bellevue. The hotels Beau-site and Bellevue

are some distance westward ; and they do not belie their names, for they are charmingly situated, and command extensive views. They are generally rather crowded at the height of the season, and it is therefore necessary to engage rooms some time in advance. The hotels Gallia, Métropole, Prince de Galles, Pare, Mont Fleuri, Continental, and Beau-site are the largest hotels in Cannes.

The magnificent Hôtel Gallia (English management) is the most recently established of the first-class hotels of Cannes. It has a fine situation in extensive grounds (five acres) in the Californie quarter. Acc. 200 ; B. 1 fr. 50 c. ; L. 5 fr. ; D. 7 fr.; R. 6 fr. ; P. from 18 fr. Lifts. E. L. Eng. billiards. American Bar. Theatre. Daily Concerts.

Nearer the town are the Hôtel des Princes, near Mr. John Taylor's House Agency, and Hôtel du Pavillon. *Pension* from 12 fr. In a central position, fronting the beach, are the hotels Splendid, near Lord Brougham's Statue, Beau-Rivage, Gray et d'Albion, Grand, and de la Plage. In north Cannes, some distance from the sea, are the hotels Prince de Galles, Provence, des Anglais, and Richemont. All of the first-class, but expensive, except the Richemont, which makes special arrangements for a long stay. Not quite so far inland are the hotels Beau-Séjour, Windsor, St. Charles, Mont Fleuri, des Anges, and Californie, charging from 15 to 20 fr. The Hôtel Californie is close to the Albany Memorial Chapel and not far from the historical Villa Nevada. All these hotels have large gardens, generally with tennis-courts. In the district of Cannes-Eden and nearly a mile and a half east of Cannes is the magnificent Hôtel Métropole. B. 2 fr. ; L. 5 fr. ; D. 7½ fr. ; R. 8 fr. ; P. from 16 fr. Lift. E. L. Eng. billiards. Large garden.

Nearly all the above-mentioned hotels are furnished with one or more lifts, and are lit by electricity. The hotels Métropole, Gallia, Anglais, Beau-site, Parc, Prince de Galles, Beau-Séjour, Continental, Bristol, Californie, Paradis, and Grande Bretagne have tennis-courts as well. English billiard-tables at Gallia, Bristol, Prince de Galles, Métropole, and Beau-site hotels. Cook's hotel coupons are accepted at the Gray et d'Albion, Splendid, de la Plage, and Louvre.

Speaking generally, the sanitary arrangements of the principal

hotels are exeellent, *teste* the Travel Editor of *The Queen*, a high authority, who writes : "The hotels of Cannes are among the best arranged in respect to sanitation in Europe, which is greatly due to epidemic seares of past years."

Pensions.—Among the numerous hotel-pensions, the following have been reeommended : Victoria, Westminster, and Terrasse approaehing the Californie quarter, Suisse and Louvre in a eentral position, and Victoria with large garden. On an elevated position near the Boulevard du Cannet is the Hôtel Paradis. High up to the north, at some distance from the sea, is the Hôtel Beaulieu, whieh is well spoken of. The *pension* at these houses is usually from 10 to 12 fr., aecording to position and aspeet of bedroom. It must be remembered that in the height of the season the proprietor may decline to take visitors at *pension* rates. A visitor staying only four or five days in an hotel would find it more eeonomical to pay the *pension* terms for the whole week than to take his meals *à la carte*, and pay for his room by the day.

All the hotels frequented by English and American visitors elose in the summer.

There are several private *pensions*. Those ehiefly frequented by English people are the Villa Donat Rose, Bd. Carnot, Villa Primavere, and Pension Tanner. *Pension* from 7 or 8 fr.

Villas and Apartments.—There are a great many villas in Cannes and in its neighbourhood, and, with the exeeption of about one hundred belonging to resident Freneh and English proprietors, they can be rented for the season, whieh is counted from October 1st to May 31st. The rents vary from £100 to £1,200, including plate and linen. There are not many at rents below £150, and it would be difficult to obtain a satisfactorily furnished villa, in a good position, and with a moderate-sized garden, suitable for an ordinary small family with servants, at a less rent than £200. The smaller villas can sometimes be rented for the separate periods known as "half season" and "high season." Flats and apartments are rather scarce and relatively expensive. The rent of the smallest, in a good position, would be £70 or £80.

Amusements.—Visitors and tourists will find Cannes well provided with what the French term "distractions." Without considering the numerous society gaieties in the form of balls, "at homes," lawn-tennis and luncheon parties, picnics, and other private entertainments of the English colony, there is very good sailing and boating. The bathing, too, is good, and the water very clear. Not to be behindhand with Nice and Mentone, a Casino has been established, with theatre, orchestra, *petits chevaux*, lawn-tennis, and other amusements, but its success has not been striking. During Carnival the *Fêtes* Committee arrange a very pretty "Bataille des Fleurs," which, although on a smaller scale, is more enjoyable, perhaps, than the elaborate battles at Nice, in which the *gamins* take too prominent a part, and seem to consider that the affair is got up for their especial delectation.

Among the minor attractions, mention may be made of the band, which plays on Tuesdays at the Cercle Nautique, also on Sunday and Thursday at other places.

Sport.—No shooting or fishing to speak of in the neighbourhood, though at the end of the season a little fly-fishing for trout is to be had in the River Saigné. Pigeon-shooting meetings take place occasionally at the Cap de la Croisette—though I should hesitate to dignify this with the name of sport. The annual race meeting is held in March. The regattas in the spring are now quite an important feature in the Riviera season. Cannes is becoming an important yachting station, and the harbour has been recently enlarged by means of breakwaters. One of the most popular amusements at Cannes is lawn-tennis. There is a very good club, and most of the hotels patronised by the English have a gravel or asphalt Court. Some very good play is frequently seen; and many of the English and American crack players, who may be spending

the winter at Cannes, occasionally play exhibition matches to keep their hand in. Tournaments also are often held.

Golfing is now one of the most important institutions of Cannes society, and the Cannes Golf Club, of which the Grand Duke Michael of Russia is President and the Duke of Cambridge one of the Vice-Presidents, is one of the largest in the South of Europe. There are 18 holes, and the hazards and greens are excellently planned and laid out. The subscription for the season is 100 fr., for the month 50 fr. Entrance fee 50 fr. For ladies the subscription is only 50 fr. for the season, and for the month 25 fr., with an entrance fee of 40 fr. The Club has virtually a railway station of its own close to the links at La Napoule. Colonel Woodward, Villa Merville, is the Hon. Sec. The Club has now a town house, an annexe of the Grand Hotel having been leased for this purpose. It has 18 bedrooms for members.

Excursions.—The walks and drives in the neighbourhood of Cannes are endless, and I can only mention a few representative ones. "East of Cannes, the road to Vallauris by the lower road, returning by Californie, and taking the Observatory on the way, will give the visitor a good idea of the collective wealth of the English community, as shown by the series of country houses, each 'standing in its own extensive grounds,' to quote the favourite expression of the house agents. A still prettier excursion is to the picturesquely-situated village of Pegomas. Another favourite drive, but to which a whole day should be given, is past Golfe Jouan to Cap d'Antibes, and returning by the Grasse road through the extensive pine forests north of Vallauris and the quarter of Le Cannet. Then there is the drive to Grasse by a Corniche road in miniature, though this place is usually reached by rail. This drive would also occupy a whole day. The excursions west of Cannes are perhaps more interesting, as affording greater variety of scenery, and being more rural in character. Many of the roads in the Esterel region are, however, too rough and narrow for a carriage and

pair. The drive to the Auberge at the foot of Mont Vinaigre will take the visitor through the heart of the finest scenery of the Esterel range. From here Mont Vinaigre, the highest spur near Cannes, can be climbed in about an hour and a quarter."—*Where to Go Abroad.* By A. R. HOPE MONCRIEFF.

CANNES AS AN INVALID STATION.

By H. BLANC, M.D., F.R.C.P.

Any one desirous of spending the winter season in Cannes, whether a healthy individual or an invalid, should first make himself acquainted with the hygienic conditions of the locality, and the position, soil, and situation of his temporary residence.

Near the sea the sun's rays are more powerful, the winds blow with greater violence, and on cold, clear days the fall of temperature at sunset is great and attended by a heavy dew. The effect of these combined causes is to render the vicinity of the sea more stimulating, more exciting, and with a greater thermometrical range than farther inland. Away from the seashore, while still bracing, the air is less stimulating and exciting, and in some well-protected localities a very soothing influence is experienced. The vicinity of running water is generally attended by some dampness and a lowered temperature; the exposure, the elevation above the sea, the protection from winds, etc., are all conditions of great value, and which should be taken into account by all visitors to Cannes before making definite arrangements for the winter season. For some, the stimulating, even exciting influence of the zone situated near the sea is indicated; others require a more soothing inland position, and it is owing to a correct or incorrect

selection of the winter quarters that Cannes agrees or disagrees in many cases.

(1) *Those benefited by the climate.*

Those who, although in the enjoyment of good health, merely desire a change, or those who dislike the cold damp winters of England or of the North of Europe, will derive much pleasure and profit from a few months' residence in sunny and genial Cannes; indeed, among the many winter resorts, few offer to this class of visitors so many advantages as Cannes.

Convalescents from most acute diseases, whether belonging to the zymotic affection, inflammation of the respiratory organs, acute rheumatism, etc., under the influence of the dry, bracing, sunny climate of Cannes see their strength rapidly restored, and often with such marked progress, that perfect recovery is reached long before it could reasonably be expected.

The want of a perfect mental rest is much needed nowadays by those whose intellectual faculties are overtaxed by the great strain of competition, or by that laudable ambition which urges us to excel in the line of life we follow. To these Cannes is indicated. No town to speak of, but a country life without its tediousness, plenty of fresh air, lovely walks and drives, with either the stimulating effect of the neighbouring sea or the soothing influence of a more inland residence, few places could suit them better. The brain rests while the body daily gains in tone and strength.

Elderly people who have settled in Cannes, many years before old age supervened, and who have thus gradually acclimatised themselves, live longer, and in the enjoyment of better health, than if they had remained in a more northern clime, the degeneration of tissue, due to advancing age, being lessened under the climatic influence of Cannes.

If we now consider the cases of actual disease which are benefited by a winter spent in Cannes, first of all comes the great class of catarrhs. Whether it be a cattarhal affection of the pharynx, larynx or bronchial tubes, of the gastric or intestinal tract, of the bladder, or in fact of any mucous membrane, all such cases do well in Cannes. But under the express condition —and this reservation may be applied to many who resort to Cannes in search of health—that they regulate their lives as

invalids should, taking full advantage of the favourable points in our climate, most carefully avoiding its drawbacks, nay, its dangers. For these, the precautions which apply to all invalid visitors are specially of the greatest importance. They should not be lured into a state of over-confidence by the lovely climate they live in, but ever remember their great proclivity to congestion or inflammation of their mucous membranes, and avoid as much as possible all the occasional causes which may give rise to fresh attacks. Many of our oldest villa residents, or habitual visitors, originally came to Cannes, some in an almost hopeless condition, owing to severe and annual recurrence of bronchial catarrh, or to some other sub-acute or chronic affection of mucous membranes; experience has taught them what to do and what to avoid, and by following certain precautions, they find their reward in restored health, and in the enjoyment of renewed life.

When the mucous membrane of the digestive tract is at fault, no more at Cannes than elsewhere can the dietetic rules which are of such importance in these cases be disregarded. Those who cast them aside will certainly suffer if they allow themselves to be tempted by the many delicacies of a well-served *table d'hôte*, or by the copious luncheons and dinners of our hospitably inclined residents. It is advisable also that all invalids suffering from catarrhal affections should leave for the south of France before travelling becomes dangerous to them, and they should not return north before the spring has well set in.

The stimulating and bracing influences of the climate, the powerful action of the rays of the sun, the beneficial effects of sea-bathing possible at Cannes almost throughout the winter months, act in a very remarkable manner in all scrofulous affections. Enlarged glands lessen in size, often finally disappearing. The flabby flesh becomes firmer and harder, the frame more resistant, the bony extremities smaller, and after several winters spent at Cannes the lymphatic or scrofulous child or youth is often an entirely changed being. Tubercular disease of the bone is very favourably modified at Cannes under suitable treatment. There exists in Cannes an asylum for scrofulous children; many of these are admitted with tubercular disease of the bones, some in a far advanced condition, so

greatly crippled by suppurative destruction of the extremities of the long bones, or of the small bones of the hand and foot, that surgical interference alone would appear justifiable, and delay an error; yet many of these poor children and youths, with no other treatment but basking in the sun and bathing daily in the sea, so completely recover after a few winters spent in the asylum, that one cannot but regret that more cases of the same kind are not sent to Cannes.

It would seem to follow as a natural consequence that if tubercular diseases of the glandular and bony system derive such unmistakable benefit from the climate of Cannes, tubercular diseases of the lungs would fare well here also. And so they do, provided always that the cases be selected ones, where the tubercular disease of the lungs presents a great similarity to the manifestations of tuberculosis just mentioned. The cases of phthisis which derive benefit from a residence at Cannes are those met with in lymphatic or scrofulous individuals, in the catarrhal form, in the early stage, cases without pyrexia and with no tendency to hæmorrhage. Around us at Cannes we meet with many examples testifying to the curative power of this climate in such cases. Persons of independent means, physicians, lawyers, men of business, and many others who came to Cannes many years ago, bringing with them their death-warrant, now lead active lives, follow their several occupations, and enjoy perfect health, quite free from all symptoms of the baneful disease which drove them from their native land to seek a more genial climate.

Those suffering from abnormal forms of gout, from suppressed gout, from gouty bronchitis, dyspepsia or anæmia, find in the open-air life they are able to lead, in the better action of the skin, in the pure atmosphere they breathe, conditions highly favourable to their recovery. Very frequently in such cases the general health is much improved, and their many sufferings greatly lessened.

Acute rheumatism is very seldom met with among the visitors and residents, and is not a common disease among the native population. Those who are affected with the chronic form of rheumatism, and who come to spend the winter at Cannes on that account, do well, provided they are careful,

avoid damp localities, and protect themselves against the sudden changes of temperature.

Chronic diseases of the kidneys, especially the granular kidney, find here climatic conditions suitable to these affections. I know of several cases where health has been greatly improved by a winter residence in Cannes. Such patients were able to lead an active out-of-door life, and left in very fair health, although they came out with a very gloomy prognosis.

Asthma attending on bronchial catarrh is, in some cases, relieved by a winter residence at Cannes; cases of functional albuminuria do well here; certain forms of anæmia rapidly improve, and as a rule delicate people feel better and stronger in the south than in colder and damper climates. Cases of zymotic disease, generally contracted in other continental cities, but declaring themselves in Cannes, pass through the ordeal without much trouble; cases of typhoid fever assume a mild type, and as a rule recover rapidly and well. Most of the cases of the eruptive fevers we come across are exceedingly mild in character, scarlet fever especially so. Cannes is a very valuable residence for individuals invalided from India or other tropical countries who are suffering from malarious cachexia, chronic dysentery, chronic diarrhœa, enlarged spleen and liver due to malarial poisoning.

Doubtless there are many individual cases, apart from these great classes, for which the climate of Cannes is indicated, but where experience alone can decide if the locality is suitable or otherwise. They should be guided by the results obtained, and, if favourable, remain.

(2) *Those not benefited by the climate.*

Cannes is contra-indicated in all individuals suffering from certain diseases of the nervous system. Epileptics should never come to Cannes. Hysteria in its many forms, from the disease in its full development to its milder manifestations, such as irritability, mental depression, persistent neuralgia, all do very badly at Cannes. Their morbid condition as their stay is prolonged gets worse and worse, nothing will do them any good, and the only remedy for them is to leave the place, whatever may be the inconvenience of such a change in their plans or in those of their friends; it is simply cruel to allow them to remain a day longer

than can be helped, and no consideration should stand in the way of their prompt departure. All persons suffering from diseases of which hæmorrhage is a frequent symptom, or all individuals with a tendency to that complication, should not come to Cannes. For instance, cases of uterine fibroids are sent to spend the winter in the Riviera, or unknown to their medical advisers they accompany friends to the South. Very shortly after their arrival profuse hæmorrhage supervenes, very difficult to control ; and in several instances that came to my knowledge, only a hurried departure to a less stimulating and exciting climate averted a fatal issue. Cases of cirrhotic liver, of ulcer of the stomach, are not infrequently seized with profuse hæmorrhage, sometimes to a very alarming extent.

Individuals subject from the nature of their disease to occasional rise of temperature should also avoid Cannes. For this reason, as well as on account of the tendency to hæmorrhage met with at Cannes, cases of acute phthisis attended with fever and subject to hæmoptysis should not attempt to winter there. Much as the climate suits the cases of phthisis I have previously mentioned, it is contra-indicated in all cases which are not included in that category. Repeated high temperatures, frequent hæmoptyses, profuse night sweats, loss of sleep and of appetite, very rapidly reduce the patient's strength and imperil the improvement or the recovery which might have been obtained under more favourable climatic conditions.

With reference to gouty individuals the same remarks apply. Excellent as the climate proves to be in the conditions I have previously described, Cannes is not suited to those who are prone to attacks of acute gout. Individuals who for years have been free from attacks often have one very soon after their arrival ; this is not always, however, an unmixed evil. I have known patients who had been constantly ailing previously, and who felt ever so much better and brighter after recovering from a fresh attack of gout.

Individuals subject to certain diseases of the skin, such as eczema, often suffer very much from recurrent and extensive attacks of this affection. Uterine cases, as a rule, do not benefit by the climate as much as would be expected, even when the mucous membranes are the parts most involved; this result is

doubtless due to the neurotic condition so generally present in such cases.

I have stated that individual cases should be taken into consideration and judged by the result obtained when speaking of the diseases which improve under the influence of the climate of Cannes; here, also, we occasionally meet with cases which *à priori* seem unsuited, but which nevertheless do exceedingly well, and gain much benefit from a residence in our winter resort. These exceptions in no way alter the indications or contra-indications, as applied to the generality of cases, for which Cannes may be considered beneficial or otherwise.

In a few words we may say that the climate of Cannes is indicated to those in good health who desire a change, or wish to avoid the cold and fogs of England and of the North; it is indicated in convalescents from acute disease; for those whose over-worked brain requires rest; to all those who in northern climes suffer from catarrhal affections, to the scrofulous, the lymphatic, to children and the young, adults affected with tubercular diseases of the bones; in certain forms of phthisis and gout; to the rheumatic; in certain chronic diseases of the kidneys; in some forms of asthma; in functional albuminuria; and in those who return to Europe after years spent in tropical lands. On the other hand, Cannes should be avoided by those suffering from certain nervous affections, by those having a tendency to hæmorrhage, those suffering from acute febrile phthisis, and those who are prone to attacks of acute gout or eczema.

Precautions to be taken by Visitors.—The contrast is so great between the cold, damp, foggy, sunless winter of England, and the brilliant, stimulating one of Cannes, that both occasional visitors and invalids, astonished at the marked contrast between the land they have just left and their new abode, see only the brighter side of the picture, and, casting aside all care and prudence, live but with one idea—to enjoy to the utmost the lovely country, where everything around them often reminds them of a fine summer day at home. Unfortunately, before long many will regret their over-confidence, and learn sometimes by a dearly paid experience that they have been, to say the least, imprudent.

A not uncommon complaint among new arrivals is deranged digestion, attended with griping pains, and often with loss of appetite and perhaps some slight feverishness. Cannes is at once blamed for this state of things, and the verdict given is that the place does not agree with them. The real cause, however, is a very prosaic one, *i.e.*, too great an indulgence in the many savoury dishes which follow one another in rapid succession at a first-class *table d'hôte*. The diet is quite different, in many instances, from the plainer food partaken of at home; it is more palatable; the companionship of one's neighbours, the novelty of the scene, all tend to make the meal a pleasant one; unconsciously more food is taken than required, and the overloaded stomach leads to indigestion and its consequences. Some days of rest and of suitable diet set matters right, and, warned by experience, the sufferer behaves more judiciously for the future.

Not unfrequently recently-arrived visitors complain of heartburn, often accompanied with pain in the loins. This condition is very frequently due to drinking too freely at their meals the red wines of the country; on abstaining from these wines altogether, or partaking of them in moderation, or well diluted, these ailments disappear of themselves.

I have stated that those prone to gout very frequently suffer from an acute attack, after a more or less lengthened residence at Cannes; perhaps the climate itself is not so much to blame, after all, and many times even moderate indulgence in the country wines has been, to my knowledge, the effectual cause. Gouty individuals, whatever the symptoms they suffer from, should be most abstemious in these southern latitudes.

The difference between the temperature in the sun and shade on fine sunny days is often 50° Fahr. or more, and to pass carelessly from one to another of these extreme temperatures during a walk or drive is very likely to be attended by some irritation of the mucous membranes, colds, sore throats, or slight bronchitis resulting thereby. The climate should not be called upon to bear all the blame, as these indispositions can generally be avoided by a few very simple, but very necessary precautions. A white umbrella should always be used when walking or driving in the sun; a light overcoat, a mantle or a shawl should

ever be at hand, and worn before any feeling of chilliness is perceived. A not uncommon, but very risky practice is, on feeling tired after a long walk, to hail a carriage and drive home; the body being heated, such a drive is fraught with mischief; it is much wiser to drive first, and, according to the walking powers of the individual, to return part or the whole of the way on foot.

It is important for visitors and invalids who were under medical treatment when they left England to be aware that the action of medicines is very different at Cannes from what it is at home. Preparations of iron, powerful tonics for instance, are badly tolerated in the warm and stimulating climate of Cannes. Dyspepsia, sleeplessness, constipation, etc., often arise from persisting in their use. Again, on such occasions the place is deemed to be unsuitable, and much disappointment is felt that such a long journey should have been undertaken in vain; but with a simple discontinuation of these drugs, appetite and digestion and quiet sleep are all quickly restored.

CANNES, *November*, 1895.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—See above.

Churches.—To judge from the number of these, the spiritual needs of visitors must be well looked after. There are no less than five churches, situated as follows :—

St. Paul's, Boulevard du Cannet. Services, 11 and 3. H.C. 8.30 and after morning service. Chaplain, Rev. C. E. Plumb, M.A., Villa des Cygnes. Assistant Chaplains, Rev. J. W. Bennett, M.A., and Rev. Adam Gordon, M.A., Villa Gordon.

Holy Trinity, near the Cercle Nautique. 11 and 3. H.C. 1st and 3rd Sundays in the month after morning service. Chaplain (C. and C.C.S.), Rev. C. E. de Labillière.

Christ Church, Rue de Fréjus. Services, 11 and 5. H.C. 8.30 and 12.5 Chaplain, Rev. J. F. Christie, M.A., Chalet Court.

St. George's (Albany Memorial Church), Californie. Services, 11 and 3. H.C. 8.30 and after morning service. Chaplain, Rev. J. Aitken, M.A., H. St. Charles.

Presbyterian Church, Route de Grasse. Services, 11 and 3. Minister, Rev. W. P. Minto.

English Vice-Consul.—John Taylor, Esq., 45, Rue de Fréjus. U.S. Cons. Agent, J. Cognet, Esq., 36, Rue d'Antibes.

English Doctors.—Dr. Battersby, 24, Bd. de la Foncière; Dr. H. Blanc, Chalet Manouka; Dr. Bright, Chalet Magali; Dr. Giles, Hôtel Continental; Dr. Marshall (lady doctor), Villa de Provence; Dr. McDougal; Dr. Gordon Sanders, Villa Nina; Dr. de Valcourt (American), Villa Hauterive. Hours of Consultation usually from 2 to 3 p.m.

English Hospital.—The foundation stone of an English hospital was laid by King Edward VII. in the spring of 1897.

English Dentists.—Dr. E. Martin, 89, Rue d'Antibes; Mr. H. Ferguson, 3, Rue Hermann; Mr. J. G. MacConaghy, 1, Rue Hermann; Dr. Dane Hurlburt (American), Villa Britannique.

English Chemists.—Messrs. Brearley & Rondet, 77, Rue d'Antibes; Messrs. Ginner & Co., 40, Rue d'Antibes; Pharmacie Gras, Rue Félix Faure (English assistants).

Postal Arrangements.—The Post and Telegraph Office is in the Rue Bivouac. Open from 8 a.m. to 9 p.m., and for telegrams till midnight. There are two arrivals and departures of English letters daily. Deliveries begin at 7.30 a.m. and 3.30 p.m.

Banks.—Mr. John Taylor, 43-45, Rue de Fréjus; Messrs. Cognet, 36, Rue d'Antibes; and Messrs. Thos. Cook & Son.

Baths.—Bains de Notre Dame, Rue de la Foux.

Cafés.—Des Allées; Rumpelmayer, near the Cercle Nautique, for ladies (afternoon tea, ices, etc.).

Restaurants.—Le Réserve, Bd. de la Croisette. Also at some of the modern hotels, Gallia, Métropole, etc.

Conveyances.—Electric trams have replaced the omnibuses. They run at frequent intervals from the Place de l'Hôtel de Ville to Bocca, Golfe-Juan, Antibes, Le Cannet, and Vallauris. Fares from 10 to 40 c. Then a Motor-Car Service from the principal hotels to the golf-links has recently been started. Cabs: *la course*, 1 fr. 50 c. (after 7 p.m. 2 fr.); by the hour,

2 fr. 50 c. (after 7 p.m. 3 fr.). The tariff for drives to the various places of interest is too comprehensive for insertion here. The complete tariff (occupying two pages of small print) will be found in Joanne's "Stations d'Hiver de la Mediterranée," and Joanne's "Cannes." The charge for a carriage and pair for a month is usually about £30, but towards the end of the season the terms would be reduced. Saddle-horses can be hired for the day at M. Corret's Livery Stables, 123, Rue d'Antibes; Audibert, 82, Rue d'Antibes; Lenoir, etc.

House Agents.—Mr. John Taylor, 45, Rue de Fréjus, and Mr. J. G. Roux, 71, Rue d'Antibes.

Living Expenses.—Cannes is not at all a cheap place to winter in, and the prices at shops are rather high.

Newspapers.—*The Cannes Gazette*, 47, Rue d'Antibes. 10 c. Friday. *L'Indicateur de Cannes* (Visitors' List only).

Reading Rooms and Libraries.—Circulating Library at Robaudy's, 42, Rue d'Antibes. The Woolfield Memorial Library, Bd. du Riou. Especially for English and American visitors.

Shops:—

Baker.—The Vienna Bakery, 73, Rue d'Antibes.

Bookseller.—Robaudy, 42, Rue d'Antibes.

Confectioner.—J. Negre, 20, Rue d'Antibes.

Dressmaker.—Mme. Verrine, 71, Rue d'Antibes.

English Stores.—Riviera Supply Stores; Folkett-Browne, 39, Rue d'Antibes.

Hairdresser.—F. Staff, 44, Rue d'Antibes.

Jewellery.—Duvernay, 40, Rue d'Antibes.

Sanitary Engineers.—Messrs. Best, 41, Rue de Fréjus.

English Tailor.—Lumbert, 47, Rue d'Antibes.

Tourist Agencies.—Messrs. Thos. Cook & Son, Rue de la Gare d'Antibes; International Sleeping-Car Co., 9, Rue St. Nicholas.

Forwarding Agents.—Henry Johnson & Sons, 3, Square Merimée; Mr. John Taylor (English Bank).

III.—NICE.

NICE is, indisputably, the principal pleasure resort not only of the Riviera, but of the whole Mediterranean, and though to some extent an invalid station also, it may be primarily considered as a fashionable residential and pleasure resort. The reason of this popularity is not hard to find: it is the resort of all those visitors who find Cannes too fashionable and exclusive, and Mentone too dull, and who object to Monte Carlo because they think that the gambling element is too much in evidence. For scenery, Nice cannot equal Monte Carlo, or even Mentone; but the number of its visitors probably equals that of all other winter stations of the Riviera together. It has become the general rallying-point and meeting-place for the Riviera from Hyères to San Remo; and may, in short, be regarded as a kind of metropolis for all the English colonies established along this coast from Hyères to San Remo.

Considered purely in the light of an invalid station, there are several objections to Nice. Being a large city of some 90,000 inhabitants, and the centre of fashion and gaiety during the season, its numerous attractions and amusements, which recommend it so strongly as a pleasure resort, offer too many temptations to the invalid visitor, and may lead him to neglect precautions, which may have a serious result. The climate, too, is not all that can be desired, though perhaps Dr. Yeo goes too far when he remarks that "whatever defects the climate of the Riviera possesses, these are specially concentrated

and aggravated at Nice." As a set-off, it must be remembered that there is no other winter resort on the Riviera (except, perhaps, Mentone) where better and more varied accommodation for invalids can be procured, or where luxuries and "medical comforts" of all kinds are so easily obtainable.

Nice, Mentone, and Cannes are very dissimilar in their social and economic conditions. Nowhere have I seen them more concisely and more accurately summed up and compared than in the following passage taken from the travel columns of *The Queen* :—

"You will find that Nice is the most generally lively and much more concentrated than either of the others. Mentone is a dual town, the east and west portions (or bays) quite dividing its interests and people, with the town proper between. Cannes is the more English and Russian, the more sportive in its recreations and the most varied in contour. Mentone is the warmest, driest, and perhaps the sunniest. Nice is a *town*, more than a resort exclusively for health or pleasure, as are the other two. Compared with England (except climatically, which bears no comparison), I should call Nice most like Brighton ; Mentone like Bournemouth, and Cannes like Torquay. There are points of the greatest dissimilarity, but generally speaking there is a certain social, topographical and recreative resemblance sufficient for your purpose. In cost, I should say Nice is the cheapest, Cannes next, and Mentone the dearest for the class of accommodation, though this needs modification, for the dearest *hotels* are at Cannes and Nice respectively (for I do not include aristocratic Cap Martin with Mentone), while the cheapest *pensions* are at Nice, next at Cannes, and the most expensive at Mentone."

Routes.—See end of book.

Society.—There is a large English and American colony of regular winter residents. In the numerous gaieties the American element is more prominent than at Cannes or Monte Carlo. Society at Nice is said to be split up into cliques, but any visitor well introduced is made heartily

welcome, and inundated with invitations to balls, dinner and luncheon parties, afternoon dances, "at homes," etc.

A cynical writer has attempted to hit off epigrammatically the social characteristics of the three rival resorts, Cannes, Nice, and Monte Carlo, by suggesting that Cannes represents "the world," Nice "the flesh," and Monte Carlo—but politeness demands that the parallel be not carried further.

Amusements.—Nice being the centre of a pleasure-seeking population, is better off in this respect than any other town in the Riviera. There are several theatres, the principal being the Municipal Theatre (Opera House), 4 fr. being the usual charge for an orchestra stall, and the pretty little theatre attached to the Casino. There is a handsome concert-hall attached to the huge, bizarre structure, looking like a colossal kiosk on stilts, known as the Jetée Promenade. Entrance 1 fr. (admitting to concert); for the whole day (including fauteuil for the concert), 3 francs. The subscription to the Casino Municipal is 30 fr. a month, 60 fr. for the season, and 2 fr. for the day, these charges including admission to the theatre.

Among Nice's amusements should be reckoned the Ostrich Farm at Californie, which, besides being a successful commercial enterprise, is a favourite afternoon resort.

Several public balls are given in the Casino during the winter, but they are, naturally, of rather a mixed character. The Carnival *Vegliones*, or masquerade fancy dress balls, are, however, comparatively select, and occasionally parties of English people may be seen assisting at the proceedings from the private boxes—for the ball is usually held in the Casino Theatre—very rarely taking any more active part in the entertainment. As a spectacle it is certainly worth attending. The Casino is a pleasant lounge in rainy weather, and here the game of "petits chevaux" affords visitors the excitement

of losing a few francs. In fine weather the Jardin Public is crowded in the afternoon, from two to four, as either the military or municipal band plays here during these hours. Musical people, however, complain that good concerts are rare, though the world-famed orchestra at Monte Carlo is probably answerable for this. Those who want high-class music go to Monaco. On Thursday afternoon, when classical music only is allowed on the programme, it is difficult to find a seat in the beautiful little theatre at Monte Carlo.

There are several clubs at Nice, but the only ones much frequented by English and American visitors are the Cercle Mediterranée, on the Promenade des Anglais, next to the Hôtel des Anglais, and the Cercle Masséna, in the Casino building. The Mediterranée is a high-class and very select club, and in reputation and standing is equal to the Cercle Nautique at Cannes. Gentlemen wintering at Nice with their families often join the Club simply on account of the weekly *matinées dansantes*, to which they can bring their friends. The committee take great care to make these dances select, and they are much frequented by the English and American colonies. The subscription is 60 fr. a month or 240 fr. for the season. There is no entrance fee, except for permanent members, who pay an annnal subscription of 300 fr. The president and vice-president have the privilege of introducing visitors for three days without payment. Candidates must be proposed and seconded by a permanent member, but any member of one of the recognised London clubs would not, as a rule, have much difficulty in getting elected for the season, even if he did not happen to know a permanent member. There is occasionally very high play at *écarté* and *baccarat*. The Cercle International in the Casino Buildings has reverted to its old title—Cercle Masséna. *Matinées dansantes* are held every Saturday during the season. This club is

not, however, much frequented now by English visitors. A small club—a kind of whist club—known as the Anglo-American Club (Palais Marie Christine), was started in 1894. Subscription, 83 fr. 50 c. for the season.

There is a good lawn-tennis club. The committee elect the members, and the subscription is 20 fr. for a month, or 60 fr. for the season. Hon. Sec., H. Morganstern, Esq. The grounds are near the Hôtel de Genève, Rue Rossini. It has been found necessary to restrict the number of playing members, but there is no limit for non-playing members, for which the annual subscription is 20 fr.

A good Golf Club has recently been founded. The Links (9 holes) are only five minutes' walk from Cagnes Station and the Electric Trams. Subscription : season, 100 fr. ; month, 40 fr. ; day, 4 fr. Half the above rates for ladies. Hon. Sec., Cercle de la Mediterranée. The following special rules of play will serve to indicate the nature of the hazards :—

1. The well and the reservoir to the right of the green to the fourth hole will be considered a fair hazard, and balls played into any position behind it shall be played from third lie, except the ball be touching the wall, when it may be lifted and dropped one yard behind the respective wall, under penalty of one stroke. Should a ball be driven into the well or the reservoir, the ball, or, if it cannot be recovered, another ball, shall be thrown one yard behind the wall, under penalty of one stroke.

2. If a ball lie on the road along the railway, it shall be played from its position.

3. Should a ball be driven into the railway embankment in approaching either the fourth or sixth hole or playing towards the seventh or eighth hole, it shall be considered a lost ball, and the player shall return as near as possible to the place from which the ball was struck, drop a ball, and lose a penalty stroke.

4. Should a ball be driven into an olive tree so as to be unplayable, it may be taken out and dropped a club's length behind the tree without penalty.

There is very good bathing, though the beach is composed of shingle—not sand—and bathing machines of the primitive English pattern are used. The usual charge is 50 to 70 c., including costumes. A dozen men's tickets can be obtained for 5 fr. at the principal establishment (George). There is no boating, but sailing boats can be hired in the harbour. Visitors are obliged to take a boatman with them. There is no regular tariff, or, if there is, the visitor will have considerable difficulty in ascertaining what it is, or inducing the boatman to accept it. 2 fr. an hour offered by a visitor of calm and determined demeanour might be accepted, but it is doubtful. A traveller, however, who could hold his own with Neapolitan boatmen would make short work of their Nice brethren. Yachting is becoming very popular in Nice, and there is a good yacht club. There is an important regatta at Easter.

Good saddle horses can be hired for 10 fr. the afternoon, or 15 fr. for the day. A carriage and pair can be hired for a day's excursion for 20 fr. Near the Jardin Public will be found some well-appointed pony carriages (pair), which can be hired for Monte Carlo and back for 25 fr. or 30 fr., though the driver will ask 40 fr. The hirer can drive himself, if he chooses, the owner being perched up behind. Of other amusements, the Nice races, which take place on the Var racecourse in January, should not be forgotten. This meeting is one of the most important in France, and good sport may be witnessed.

Some may think that the entertainments at Nice are insufficiently described unless some mention is made of its crowning glory—the Carnival. This subject, however, is noticed at considerable length in most of the guide books and books of travel dealing with the Riviera ; and besides, as a matter of fact, the Carnival week is more dreaded by the majority of the regular winter residents, and especially invalids, than any other period of their stay.

So far from wishing to take part in it, their great aim is to avoid it as much as possible, and at this time there is an exodus of visitors hurrying from the gay city to the convenient havens of refuge, Mentone and Bordighera. In the middle of Lent (Mi-Carême) there is a kind of aftermath of the Carnival *fêtes*.

Excursions.—Full particulars will be found in the local guide books, and need not be described here.

THE CLIMATE OF NICE IN ITS MEDICAL ASPECT.

By S. S. Ashmore-Noakes, M.D.

Nice, one of the most important of our winter stations, possesses a stimulating, dry, maritime climate. A beautiful amphitheatre of the Maritime Alps protects it completely from northern and easterly winds. Next to the continued prevalence of sunshine, and the shelter from cold winds, the most valuable characteristic of the Nice climate, from a medical point of view, is the absolute dryness of the air.

Rain falls now and again, but generally at long intervals during the winter, and sometimes lasts for two or three days together; but fogs are quite unknown, snow and frost exceedingly rare.

These rainy spells are looked upon by the physicians as rather an advantage to their patients, especially those of a nervous type than otherwise, as the air, which is usually too exciting for many people, and this is the one weak point of the climate, is thus rendered more sedative. It is true that from time to time the mistral, a very high wind, which, although a quite warm one, is often accompanied by clouds of dust, making things anything but agreeable, pays the Riviera a visit, generally in March or April; still invalids on these occasions use the wise discretion of staying within doors, and these unpleasant visits have been during the past few seasons unquestionably less frequent than formerly.

The season may be considered to last for six months, from

the middle of November till the middle of May; and although some people come earlier than November, this course can hardly be recommended to invalids, as a too early arrival brings them in contact with the autumn rainy season, and the mosquitoes are very troublesome in September and October.

With regard to temperature, the results of M. Teysseire's observations (taken with instruments placed outside a fourth-floor window facing the N.N.E.) for twenty years are as follows:—

Mean Temperature.

November ...	53·8°	February ...	46·2°
December ...	48·5	March	51·8
January... ...	47·1	April	58·1

Invalids and others visiting Nice and the Riviera generally must not consider that there is anything in the climate specially curative of disease, but that its great value in morbid conditions consists in its allowing a great deal of time, almost every day throughout the winter, to be spent in the open air, thereby giving vigour and appetite, and well maintaining the tone of the system; also in its milder temperature, compared with more inclement climates, and drier air, thereby protecting the respiratory organs in particular, and the other organs in general from fresh inflammatory attacks.

The climate is a most valuable one in the great majority of diseases, but certain precautions are necessary to be taken to ensure this benefit. In the first place it must not be forgotten that the warm temperature is almost entirely due to the heat and presence of the sun. Invalids must inhabit south rooms exclusively, must wear warm woollen clothing, avoid the shady side of the streets, and above all must be careful of the hour of sunset. At sunset there is a very rapid and substantial lowering of the temperature, whereas it may be that as a result of exercise and the general warmth the pores of the skin are open, and unless necessary precautions are taken, such as the invalid making a point of being indoors at this time, or having an additional thick wrap, there is great danger of chill. Now and again people complain that the climate is dangerous on account of their frequently getting chills, whereas a proper knowledge and care would completely obviate this danger. It is a good rule

for visitors to bring with them clothing of the same weight they wear at home, and to be provided always with warm outer garments, which could be worn or discarded according to the warmth of the day. Woollen garments should be worn next the skin; these will ensure a uniform temperature, absorb perspiration and prevent the danger of chills.

In indicating the class of cases which receive benefit from winter residence in Nice, one must first mention the affections of the respiratory organs. Bronchitis, emphysema, laryngitis, the early stages of phthisis (especially those cases in which no important hæmorrhages have taken place), all receive conspicuous benefit; and recognising the therapeutic value of absolutely dry air in all catarrhal affections, great improvement is speedily manifest in cases of bronchial, nasal, post-nasal, pharyngeal and laryngeal catarrh.

Persons suffering from rheumatic and gouty affections do extremely well; indeed, joint rheumatism is almost unknown, although muscular rheumatism is not unfrequently met with.

The mildness of the climate and persistent sunshine, encouraging the action of the skin, produces an excellent effect upon diseases of the kidneys and liver, and cases of diabetes receive marked benefit.

With regard to the circulatory system, some heart cases do quite well; but for valvular disease, especially in the later stages, and when complicated with a tendency to hæmorrhage and a quick pulse, the climate of the Riviera is too exciting. The same thing applies also to people suffering from affections of the nervous system. The various forms of paralysis, obstinate insomnia, and those nervous troubles in which periods of excitement occur, do better elsewhere, although one frequently meets with exceptions to this rule. On the contrary, patients suffering from melancholia and a want of proper interest in life, receive the greatest benefit from a winter residence in contact with the brightness and sunshine of Nice.

One cannot speak too highly of the climate in cases of convalescence from acute diseases such as fevers, inflammations, etc., where a complete change from colder climates is indicated, and also in cases of general anæmia, debility, and strumous troubles.

Great importance must be attached to the locality chosen for

the winter residence, as some patients do better quite close to the sea, others receive more benefit from the hilly regions at the back of the town.

As a general rule, diseases of the circulatory and nervous systems, and especially the subjects of insomnia, do best away from the sea, whereas invalids with diseases of the chest, and indeed most other troubles, do perfectly well in proximity to it.

As regards accommodation for visitors, there are numerous first-class hotels and pensions, whose sanitary arrangements are of the highest order; indeed, every luxury and comfort are at hand and as easily attainable as at home.

PRACTICAL INFORMATION.

Hotels.—As regards hotel accommodation, Nice can challenge comparison with any fashionable resort in the South of Europe. There are fully a score of hotels which may justly be described as first class, and perhaps double that number of good and moderately-priced hotels and hotel-pensions better adapted for visitors of moderate means, as well as a large number of private pensions. These establishments can be conveniently placed in four categories :—

1. Large first-class hotels in Nice (those in the suburbs being classed by themselves). The most fashionable are those on the Promenade des Anglais. Taking them from east to west, those most frequented by the English are :—

Des Anglais, almost opposite the Jetée Promenade. The oldest established first-class hotel in Nice. It has frontages on three sides. Acc. 150.

Mediterranée, corner of the Rue Meyerbeer.

Westminster, R.* from 4 fr.; B. 1 fr. 50 c.; L. 4 fr.; D. 6 fr.; A. 1 fr.; P. from 14 fr. E. L. Lift. Billiards. Open Oct. to June. Next to the Hôtel des Anglais it is the largest on the Promenade des Anglais. Patronised largely by Americans. Was enlarged in 1898.

* For abbreviations, see list at end of Table of Contents.

The St. Petersburg Hotel no longer exists.

The situation of the hotels on the Avenue Masséna (formerly Quai Masséna) has been greatly improved by the enlargement of the Jardin Public, due to the covering over of the bed of the Paillon and its conversion into a magnificent pleasure ground. The two most visited by English people are :—

D'Angleterre. A well-managed hotel. Acc. 150 ; R. 5 fr. ; B. 2 fr. ; L. 4 fr. (12.30) ; D. 6 fr. (6.30) ; P. 12 to 20 fr. E. L.

Grande Bretagne. A well-appointed but somewhat expensive house. English sanitary arrangements. Acc. 100 ; R. 3 fr. ; B. 2 fr. ; L. 4 fr. (12.30) ; D. 6 fr. (6.30) ; P. 14 fr. ; A. 1 fr. Lts. 1 fr. Billiards. E. L.

On the Avenue Félix Faure are :—

Grand. The largest in Nice, with over six hundred rooms. The special hotel of Messrs. Cook's clients. L. 4 fr. ; D. 6 fr. ; P. 15 fr. E. L. 2 lifts. C.

Cosmopolitan. A well-managed house with a very enterprising director. At these two establishments dances are given frequently during the season to the hotel guests and their friends. Terms about the same as those of the Grand Hotel. Acc. 300.

De la Paix, Acc. 200.

On an elevated situation on the outskirts of Nice, in the Boulevard Carabacel, is the old-established Grand Hotel de Nice (Kraft's). Managed on Swiss principles. The cuisine is well spoken of. R. 3 to 10 fr. ; B. 1 fr. 75 c. ; L. 4 fr. ; D. 6 fr. (6.30). Billiards. E. L. English sanitary arrangements.

On the Bd. Victor Hugo are several high-class hotels with slightly more moderate terms than the above-mentioned.

Des Iles Britanniques. Conveniently situated at the junction of the Avenue de la Gare and the Bd. Victor Hugo, but consequently less quiet than the two below-mentioned. Acc. 200. R. 4 fr. ; B. 1 fr. 50 c. ; L. 4 fr. (12) ; D. 6 fr. (6.30) ; A. 1 fr. ; L. 1 fr. ; P. from 10 fr. Billiards. Open all the year.

Métropole et Paradis. Acc. 150. P. 12 fr. E. L. Lift. C.

Splendide. A little too far removed from the centre of the town for those who wish to be in the movement, but has a good reputation. Acc. 200 ; D. 5 fr. ; P. 12 fr.

Terminus. Opposite the station. Good restaurant. Best adapted for tourists and passing visitors. Acc. 150. ; L. 4 fr. ; D. 5 fr. ; P. 9 to 12 fr. Open all the year.

Some of the above-mentioned hotels have tennis-courts and English billiard-rooms. The pension terms vary considerably, and might commence, for south rooms, at any figure between 12 and 25 fr. Perhaps 14 or 15 fr. might be taken as the average.

At the largest Nice hotels prices are raised from the beginning of January to the middle of April, or at all events during Carnival. It must also be remembered that a room with southern aspect can seldom be obtained at the advertised terms at which the pension commences.

2. In another category may be placed the following hotels and hotel-pensions with pension charges from 9 or 10 fr.

Suisse, Quai du Midi. The sanitary arrangements have recently been much improved, and in this respect the hotel ranks among the best in Nice. The cuisine, too, is very well spoken of. Charges, very reasonable for an hotel of this class. P. 9 fr. Electric light in every room. Lift.

Palace (formerly Milliet), Rue St. Etienne. Acc. 200. Lift. E. L. P. from 11 fr. Weekly dances.

Palmiers, Bd. Victor Hugo. In 1898 this hotel was doubled in size, and is practically a new hotel under new management. It has 250 rooms, and is now one of the largest hotels in Nice. D. 4 fr. ; P. 9 fr. Two lifts. Eng. billiard table. Weekly dances a feature of this hotel.

Grimaldi, Place Grimaldi. L. 3 fr. ; D. 5 fr. ; P. 10 fr.

Continental and Genève, Rue Rossini (close to the Nice Lawn-Tennis Club). Acc. 120. Lift. E. L.

Hôtel du Rhin, Bd. Victor Hugo. A small but well-managed and comfortable house.

Hôtel Mantéga, Mantéga Hill. A new hotel opened in 1903. Acc. 70 ; P. from 12 fr. E. L. Lift. C.

Hôtel de Suède, Av. Beaulieu. Acc. 100 ; P. from 9 fr. E. L. Lift. C.

Berne, near Railway Station. Acc. 65; R. 3 to 5 fr.; B. 1 fr. 25 c.; L. 2 fr. 50 c.; D. 3 fr. 50 c.; Lt. 50 c.; P. from 8 fr. E. L. Lift. C.

Beau-Rivage, Quai du Midi. Acc. 60; L. 3 fr. 50 c.; D. 5 fr.; P. 10 to 15 fr. Lift. E. L. C.

Queen's Hotel, Bd. Victor Hugo. New. P. from 7 fr.

Windsor, Av. St. Maurice. Acc. 120; P. 8 to 10 fr.

Richemont, Av. Durante. P. from 8 fr.

Pension Rivoir, Promenade des Anglais. *Clientèle* chiefly Russian.

Pension des Orangers, Bd. Victor Hugo. Terms reasonable.

Marine Villa, Promenade des Anglais. P. from 7 fr.

3. In a third class may be placed private pensions. No very distinct line of demarcation can be drawn between these establishments and the smaller and quieter hotel-pensions, but the terms at a private pension are often more moderate, and, as a rule, guests are not taken for less than a week. These establishments are numerous in Nice, but those best known to English and American visitors are :—

Maison Busby, 38, Rue Cotta (Mrs. Busby), with pension from 9 or 10 fr. (high-class but somewhat expensive). Villa St. Pierre, Av. des Fleurs (corner of Bd. Victor Hugo). Villa Louise Pauline, Av. des Fleurs (Mrs. Bayly). Villa O'Connor, 35, Rue Cotta. Villa Brice, 44, Rue Cotta (nice garden). Frequented by American families. Open all the year. The terms at these establishments usually start from 7 or 8 fr.

4. In a separate category should be placed the large suburban hotels. Hotel enterprise in the beautiful environs of Nice has been very active of late years. At Cimiez is to be found one of the finest hotels on the Riviera, the Riviera Palace Hotel, the property of the International Sleeping Car Co., Ltd. This palatial building may be classed with the magnificent Gordon Hotels at Cannes and Monte Carlo, the Gallia, Cannes, the Bristol, Beaulieu, and the Riviera Palace, Monte Carlo, which are, perhaps, the six finest hotels in the French Riviera. It is, owing to its retired and salubrious situation and excellence of its sanitation, particularly well adapted for invalid visitors if they are well off, for the hotel is perhaps one of the most expensive—

not necessarily the dearest—in Nice. Though some distance from Nice, communication is frequent by means of a service of coaches and brakes (free to guests) running at frequent intervals between the hotel and the town. There is also the electric tram from Nice to Cimiez, which passes close to the hotel grounds. The directorate, however, help to make their guests independent of urban amusements by giving excellent *thés concerts* and *soirées musicales*, in addition to the usual hotel distractions—billiards, lawn tennis, etc.

Then the Riviera Palace is as self-contained an establishment as the famous Ghezireh Palace, near Cairo. It has its own post and telegraph office in the hotel, a well-appointed Restaurant and a good Orchestra. Finally, it may be observed that afternoon tea at the Riviera Palace is one of the recognised institutions of the *beau monde* of Nice.

In a magnificent situation higher up the hill, near the Roman Amphitheatre, is the colossal pile, the Excelsior Hotel Regina, which was built in 1896, and was for several years the spring residence of the late Queen Victoria. It is an imposing, but somewhat unsightly, structure. As to the architectural merits of the hotel—and certainly they are not of the highest order—opinions will differ; but there can be no question as to the loveliness of its site, and it commands the most beautiful and the most extensive views of any hotel on the Riviera, with the exception, perhaps, of the Riviera Palace at Monte Carlo. In spite of the patronage of the late Queen Victoria, it has not altogether succeeded in attracting a very aristocratic *clientèle*—in fact, its rival, the Riviera Palace, seems more popular with the fashionable world, and the Excelsior bears a somewhat similar relation socially to the Riviera Palace that the huge London Cecil does to the more exclusive Savoy. The terms are not, it must be admitted, out of the way for a palatial establishment of this kind, and a room facing south can be had for 12 fr. (which includes lights and service). The charges for lunch and dinner (separate tables) are 5 fr. and 7 fr. respectively. Pension terms are not accepted. In spite of the enormous area covered by the building, the Excelsior has less accommodation (300 rooms) than the Grand Hotel, Nice.

The other Cimiez hotel, the Grand Hotel de Cimiez, has also

earned European renown as the home of the late Queen of England before the days of the Excelsior for two consecutive springs, but the terms for pension are very moderate, commencing at 10 fr. It was considerably enlarged in 1894. It has now electric light and lift. A feature of this hotel is its excellent croquet ground. Cimiez is, no doubt, the coming residential quarter, and new hotels are being planned. In fact, the rural charm of this beautiful suburb seems in danger of being spoilt.

Since the closing of the Pension Anglaise a few years ago, there was no other accommodation for visitors, except that afforded by the hotels, till the winter of 1898-9, when the popular English pension, the Villa Beau-Séjour, was transferred to the Villa Belmondy-Carlin, and is now known as the Pension Thomson. This establishment is admirably situated and has a large garden. Terms from 8 fr.

The newest suburban hotel is the splendid Parc Imperial, finely situated on the hill opposite Cimiez (not far from the Czarewitch Memorial Chapel), opened in 1903. It is one of the largest hotels in Nice, with 225 rooms (including 50 bath-rooms). B. 2 fr. ; D. 8 fr. ; R. 8 fr. ; P. from 20 fr. 2 Lifts. E. L. Gardens ten acres in extent.

On the opposite side of Nice, on a commanding but fairly well-sheltered site on Mont Boron, nearly 1,000 feet above the sea, is the Hôtel de Mont Boron. The views are varied and striking. The charges for an hotel of this class are reasonable. L. 4 fr. ; D. 5 fr. ; P. from 14 fr. Lift. Lawn tennis.

The Hôtel St. Barthélemy (Villa Arson), in connection with the Hôtel du Rhin, Bd. Victor Hugo, is another hotel which is better suited for invalids than the town hotels. Pension from 9 fr. For ordinary guests the chief objection to the hotel is that communication with the town is infrequent. Extensive grounds, with lawn-tennis court. In the Quartier des Baumettes there are two good hotels, Château des Baumettes and Belvedere. Both have large gardens and are built on elevated ground about ten minutes' drive from the Nice tourist centre (Jardin Public). Terms for pension at Château des Baumettes from 8 to 16 fr. a day. Open all the year.

The Hôtel Belvedere, which is connected with a hydropathic establishment directed by Dr. Glatz of Geneva, is a little more

expensive, the lowest pension terms being 10 fr. Though intended primarily for those taking a course of the baths, there are features which might recommend it to ordinary visitors, such as lawn-tennis, billiards, etc.

Hydropathic Establishments.—There are two important Hydropathic Establishments in the suburbs, both in the salubrious St. Philippe Quarter, Villa Rozy (Hôtel Belvedere) and Villa Verdier. The Villa Rozy is under the direction of Dr. Glatz of Geneva and Dr. de Planta. It is intended mainly as a sanatorium for those suffering from affections of the nervous system and the digestive organs, and convalescence after serious illness. The terms for treatment are 30 fr. a week. Board from 10 fr. a day. The other hydro (Villa Verdier), on a larger scale and more expensive (P. from 25 fr., including treatment), is under the superintendence of Dr. Vale (English doctor).

Villas and Apartments.—The price varies according to situation. They are let generally for the whole season, not by the month; it is important to have all the details of the contract entered into in writing on *papier timbré* (*i.e.* paper sold with Government stamp at 60 c. per sheet), though it would be worth the expense to have a formal agreement prepared by an English solicitor. In the district to the east of the Jardin Publie an apartment of six rooms (usual number) would cost from 1,000 to 900 fr. A flat of the same size in a more fashionable quarter could not be obtained for less than 1,200 or 1,500 fr. A furnished villa could be rented in the Carabacel or Cimiez suburbs for from 5,000 fr. to 10,000 fr., and upwards, according to the number of rooms. The rent usually includes house-linen, plate, and china. Many would prefer a villa in this quarter, irrespective of price, to one on the Promenade des Anglais, on account of the beautiful neighbourhood. The villas on the Promenade used to command fancy prices—from 10,000 fr. upwards—but of late years the tide of fashion seems to have set towards Cimiez and Carabacel. Small furnished flats are to be obtained at St. Barthélemy (15 minutes by tram) for 1,000 to 1,500 fr.; and small villas in this relatively unfashionable quarter, or at St. Maurice or St. Philippe, could be rented unfurnished for about 1,200 fr.

English Church Services.—Holy Trinity Church, Rue de France (Chaplain, Rev. Canon Langford, M.A.); Sunday services 10.30 a.m., 3 p.m., and 8 p.m.; H.C. 8.30 a.m., 10 a.m. (2nd S. in month), and 12 noon (1st S. in month). The charge for a sitting is 30 fr. for the season. In the churchyard is the grave of the Rev. H. Lyte, author of the hymn "Abide with me." Christ Church, Carabacel (Rev. Digby Newbolt, M.A.); Sunday services, 10.30 a.m. and 3 p.m.; H.C. every Sunday at 8.30 a.m. and 12.15 p.m. The American Episcopal Church is in the Boulevard Victor Hugo; Rector, Rev. W. H. Adamson. Sunday Services, 10.30 a.m. and 3 p.m.; H.C. 8.30 a.m. and 12 noon. The Scotch Church is in the Boulevard Victor Hugo (Minister, Rev. A. C. Mackenzie); Sunday services, 10.30 a.m., 3 p.m., and 8 p.m.

English Consul.—A. McMillan, Esq.; Vice-consul, L. Wookey, Esq., 4, Place Bellevue, near the Port. Hours, 9 to 12. U.S. Consul: Harold Van Buren, Esq., 15, Promenade des Anglais. Hours, 10 to 12.30, and 1.30 to 3.

English Doctors.—Dr. George Amy, 6, Bd. Victor Hugo; Dr. Brandt (formerly of Cannes), and Dr. Egerton Brandt, 29, Bd. Victor Hugo; Dr. Home Douglas, 5, Rue de Russie; Dr. A. W. Gilchrist, 39, Bd. Victor Hugo; Dr. Allen Sturge, M.V.O., 29, Bd. Dubouchage; Dr. Sillery Vale, Villa Verdier; Dr. Thomas Linn (American), 16, Avenue Masséna. In the summer Dr. Brandt and Dr. Egerton Brandt practise at Royat, and Dr. Gilchrist at La Bourboule.

English Nurses.—Nice is the headquarters of the Hollond Nursing Institute, Villa Pilatte, Bd. Carabacel. Principal, Miss Godfrey. Terms from 10 fr. a day; or from 12 fr. 50 c. in the season.

English Hospital.—The Victoria Hospital for English and Americans is being built on Mont Boron as a memorial to the late Queen Victoria. Such an institution was much needed at Nice.

English Solicitor.—Arthur S. Browne, Esq., 4, Avenue Masséna, Solicitor to H.B.M.'s Consulate.

Dentists.—Mr. E. Shillcock, 3, Place Masséna; Dr. Frisbie (American), Avenue Masséna; Mr. L. Garcia (American), 1, Rue Garnier.

English Chemists.—Mr. Nicholls, 4, Avenue Masséna; M. Basso, Avenue de la Gare.

Postal Arrangements.—There are two posts to England from all towns of the Riviera, the mails leaving Nice during the winter by the afternoon and evening *rapides* (see ROUTES). The collection at the Place Grimaldi P.O. for the above is at 1.55 p.m. and 9.5 p.m. respectively (station 2.27 p.m. and 10.10 p.m.). Local time is discontinued on the Riviera (except Monaco), and is now the same as railway time. The Chief Post and Telegraph Office is in the Place de la Liberté. Hours, 8 a.m. to 9 p.m. Telegraph office always open. There are two distributions of the English and foreign mails a day, the first beginning at 8 a.m., and the second at 4 p.m. There is an excellent telephone service between Nice and other towns of the Riviera. Charge, 25 c. for five minutes' "conversation" to non-subscribers. Offices at the Chief Post Office, and the branches in Place Grimaldi and Place Garibaldi. Recently telephonic communication has been established between Paris and Rome and the Riviera. The charge for two minutes' "conversation" between Nice and Rome is 3 fr., and between Nice and Paris 3 fr. 50 c.

Banks.—Crédit Lyonnais, 15, Avenue de la Gare (a special Anglo-American Department and Reading Room with nearly 200 newspapers); Carlone & Co., Avenue Masséna; Société Générale, 64, Rue Gioffredo; Comptoir d'Escompte, 58, Rue Gioffredo; F. Crossa, 13, Rue Masséna; Messrs. Thos. Cook & Son, 15, Avenue Masséna. As in most towns in the south of France, the banking hours are from 10 a.m. to 12 noon. and 2 p.m. to 4 p.m.

Baths.—Bains des Galleries, Rue Adelaide; Turkish, at the Hammam de Nice, 2, Rue de la Buffa.

Cafés.—De la Renaissance, de la Paix, and de la Régence, Avenue de la Gare; Glacier, close to the Casino entrance. For afternoon teas, ices, etc., Vogade, Place Masséna, and Rumpelmayer, Bd. Victor Hugo. Ladies need not hesitate about going to the latter alone, though in visiting the others it is advisable to be accompanied by a gentleman. Beer (bock 30 c.), Taverne Gothique, Avenue de la Gare.

Restaurants.—London House, 10, Jardin Public; Régence

and Français, in the Avenue de la Gare ; Helder, Place Masséna ; de la Réserve (for Bouillabaisse), near the Port. All good, but expensive. London House has a great reputation, but the prices are exorbitant. There are several good restaurants with moderate prices in or near Avenue de la Gare. The National Gourmets, Place Masséna, and La Belle Meunière, Palais Donadei, Bd. Victor Hugo, are perhaps the best. Dinner *au prix fixe*, 3 fr., including wine.

Conveyances.—Cabs : 1 fr. for the course (anywhere from one part of the town to another within the octroi). If you cross the octroi you will be mulcted in an additional sum, just as in crossing the line of the four-mile radius from Charing Cross. 2 fr. 50 c. by the hour. After 7 p.m. (winter) 1 fr. 50 c. the course, and 3 fr. the hour. During Carnival the cab-drivers are entitled to charge more. For longer distances there is an elaborate tariff, which every driver carries with him. The fares there and back with a stay of ½ hour (1 hour the longer ones) of the principal drives are : Château, 4 fr. ; Cimiez, Bd. Montboron, English Cemetery (Caucade), each 5 fr. ; St. Isidore, *viâ* the Var and Beaulieu, 10 fr. ; Falicon, 12 fr. ; Observatory, returning *viâ* Villefranche, 15 fr. ; Monte Carlo, Notre Dame de Laghet, Aspremonte, Antibes, each 20 fr. Monte Carlo, *viâ* the Corniche, returning by Monte Carlo and the lower road, Cap d'Antibes, each 30 fr. ; Mentone, by the Corniche, returning by Monte Carlo, 35 fr. For the longer excursions two horses should be taken, for which the extra charge is only 5 fr. As four persons can then be carried, the charge cannot be considered excessive. Tramways : There is a perfect network of electric trams traversing all the principal boulevards and streets of Nicc and the outlying districts. The fares are moderatc. To Cimiez the tram runs every 10 minutes from about 8.15 a.m. to 6.40 p.m. Fares 25 to 75 c. An elcctric tramway has recently becn laid down along the whole coast from Nice to Monte Carlo.

A carriage and pair can be hired for about 750 fr. a month, or proportionately less for the whole season.

Forwarding Agents.—Messrs. Henry Johnson & Sons, 4, Place Masséna.

House Agents.—G. Jougla, 55, Ruc Geoffredo ; British House and Estate Agency, 36, Avenue de la Gare.

Living Expenses.—On the increase. The prices at the various fancy shops are high. Ordinary necessaries, fruit, provisions, etc., are, however, not dear. Indeed, English residents who understand the ways of the country, and can speak French with facility, will find that Nice, owing to the severe competition, is cheaper from the point of view of housekeeping than Cannes, Mentone, or Monte Carlo. The most expensive shops are along the Avenue Masséna and Avenue Félix Faure. Servants are difficult to obtain at moderate wages. Rents, which up to a few years ago showed a downward tendency, have increased considerably the last two or three years.

English Newspaper.—The Anglo-American, 25 c., Monday. Offices, 36, Avenue de la Gare. This old-established weekly journal, which is owned and edited by an Englishman, is the leading English weekly published in the South of Europe. It contains a reliable list of visitors at the principal winter resorts in France and Italy, and a good deal of society information. There is another English weekly called *The Swiss and Nice Times* (10 c.), published on Sunday.

Reading Rooms and Libraries.—Galignani's, 8, Avenue Masséna; Appy, Rue Gioffredo; Bensa, Quai St. Jean Baptiste. An excellent circulating library, "The Nice Library" has found a home in a new building in the Garden of Trinity Church. Large collection of standard works and modern fiction. Subscriptions, 10 fr. a month; 25 fr. the year. There are Reading-rooms at the Municipal Casino and the Casino of the Jetée Promenade, and at the banks of the Crédit Lyonnais and Comptoir d'Escompte.

Shops.—

English Booksellers.—Bensa, Av. Felix Faure; Galignani's, 48, Av. Masséna.

Cycle and Motor Car Dealer.—Ereseo, Mechanist to Automobile Club and T.C. de France.

Confectioners.—Guitton & Rudel, 31, Av. de la Gare; Vogade, 1, Place Masséna; Fea, Place Masséna.

English Grocers.—Riviera Supply Stores, 13, Rue de France; Branches at Cannes and Monte Carlo also.

Florists.—Ereseo & Vigon, 3, Rue Garnier.

Jeweller.—Pollack, 2, Av. Masséna.

Photographers.—B. Lauro, 13, Av. de la Gare; Carbonel, 6a, Av. de la Gare (Kodak goods); Ulrich, 4, Place du Jardin Public (Kodak goods).

English Sanitary Engineer.—Hugh Smith, Av. de la Gare.

English Tailor.—F. MacGowan, 19, Av. de la Gare.

Ladies' Tailor.—Redfern, Palais Donadei, Bd. Victor Hugo.

Mineral Waters.—Claude & Métivet, 26, Rue Masséna.

Wine Merchants.—Claude & Métivet, 26, Rue Masséna; G. L. Portal, 3, Rue Garnier; Muller, 15, Bd. Victor Hugo.

Tourist Agents.—Messrs. Cook & Son, 15, Avenue Masséna; International Sleeping Car Agency, 2, Avenue Masséna.

Guide Book.—An excellent Guide to Nice in English has lately been added to the well-known Joanne series. Price 1fr. Hachette. 1903.

IV.—BEAULIEU.*

THE number of visitors to the innumerable winter stations of the region popularly, but loosely, termed the Riviera probably exceeds that to all the health resorts of South Italy and North Africa together. It is not, then, surprising that new winter stations, fondly described by their discoverers, lay or medical, "The Health Resort of the Future," are continually obtruding their claims upon us. Valescure, Antibes, Beaulieu, La Turbie, Cap Martin, Ospedaletti, Alassio, have all been boomed in turn. But most of these incipient winter stations are rather wanting in distinct individuality, both as regards their geographical and climatological features, and are little more than appendages to their old-established and more prosperous neighbours; for Antibes may be considered as the satellite of Cannes, Cap Martin of Mentone, Beaulieu of Nice, and Ospedaletti of San Remo. The great popularity attained by these larger health resorts has naturally enough tended to make them not altogether desirable as health stations pure and simple. Hence the increasing vogue among invalids of these minor resorts, among which Beaulieu is prominent, as having developed the most rapidly of any. It has, moreover, a distinct climate of its own, and, though so near Nice, has very little in common with its more popular neighbour, and so deserves to be dealt with separately.

The situation of Beaulieu is most convenient, being not more than four miles from Nice and six from Monte Carlo.

* Taken, in part, from an article contributed to *The Queen*.

The climate is as mild as that of the East Bay at Mentone, but less relaxing, owing to the protecting barrier of mountains being more distant, which prevents that cabined and confined sensation complained of by some visitors to Mentone. Beaulieu is particularly well sheltered from north winds by the rocky heights which form such a conspicuous feature in the landscape. The very name of this district—"La petite Afrique," so called from the tropical luxuriance of the vegetation—aloes, cactuses, lemons and oranges growing in as great profusion as in Algeria—is alone enticing to that unhappy band of invalid *hiverneurs* who are "but killing time till time kills them.

This promising little winter station forms a good centre for excursions, and the beautiful peninsula of St. Jean, so much neglected by Nice visitors, affords ample opportunities for drives and rambles. The Corniche road is also now easily reached by carriage from Beaulieu, as a carriage road to the Quatre Chemins near the Observatory has recently been constructed. Another favourite excursion is to the strikingly situated mountain village of Eze, with the picturesque ruins of a Saracenic castle. From the railway the village looks absolutely inaccessible, but close to the Eze station (two miles from Beaulieu) a skilfully constructed mule path will be seen, by which the village can be reached in a little over an hour. Eza, or Eze as it is officially called, in accordance with the wholesale gallicising of the place nomenclature of the district, can also be reached by carriage from the Corniche road.

One drawback to Beaulieu, however, in the eyes of invalids who desire rest and quietness, consists in its very accessibility. Being on the high road from Nice to Monte Carlo, the great traffic raises an unpleasant amount of dust and noise. Then, too, the Reserve restaurant is a favourite lunching place for fashionable roysterers from Monte Carlo, and the daily incursions of these noisy bands of

visitors are a little resented by the few older residents, to whom the chief attraction of Beaulieu consisted in its freedom from the banal attractions of the conventional and crowded Riviera winter resort.

But the character of Beaulieu has changed considerably of late years, and the rapidity with which it has come into vogue with fashionable people is extraordinary. It has now become socially a miniature replica of Cannes. In consequence of this popularity, and to some extent owing to its topographical conditions preventing much expansion, Beaulieu has become the most expensive residence in the whole Riviera, and rents are higher than at Cannes or Monte Carlo.

That Beaulieu, from an artistic and æsthetic point of view, has deteriorated is indisputable. The plutocratic influence of the residents is in evidence on all sides. For instance, the exquisite scenery of the St. Jean Peninsula is to be vulgarised by an electric tramway; but fortunately a new road is to be built for the trams, leaving the beautiful coast road towards the Cap St. Hospice unchanged.

Beaulieu is of some interest to sportsmen and naturalists, on account of St. Jean (only a couple of miles distant) being the seat of the Nice tunny fishery, the only one in existence west of Genoa. The fishery season lasts from March to October, and the operations are interesting and exciting, though the wholesale butchery of the huge fish is a little repugnant to fastidious tastes.

Beaulieu is of course too small a place for anything in the nature of ordinary urban amusements, but, in addition to the numerous walks and drives, there is very good and safe bathing in the bay, and at St. Jean good sea fishing and boating can be obtained.

There is a certain amount of society among the villa residents, and the English community are fairly sociable. An English Church dedicated to St. Michael was built in

1894, the funds being entirely provided by English residents and visitors. An English physician, Dr. Johnston-Lavis (formerly of Naples), has practised here during the winter for several years past—another indication of the growing importance of Beaulieu as a health resort; and this gentleman has kindly written for this book a special article (see below) on Beaulieu as a residential and invalid resort.

MEDICAL NOTES ON BEAULIEU AND CAP ST. JEAN.

By H. J. Johnston-Lavis, M.D., D.Ch., F.G.S., etc.

Beaulieu ("Beautiful Spot") is the most protected locality on the Riviera, being sheltered quite closely by magnificent limestone cliffs about a thousand feet high. They keep off the north, north-east, and north-west winds, and render the others much less violent than at other localities only a few miles away. It fronts a double bay that itself is to a large extent enclosed by the hook of the peninsula of St. Jean and Cap St. Hospice, so that rarely does any heavy sea break upon the beach of Beaulieu, and quiet boating and fishing is to be had in nearly all weathers. Owing to the shallowness of the bay, the water is quite warm in winter, and ladies and gentlemen bathe in December and January.

Beaulieu occupies, in great part, steep slopes, so that surface drainage is good, whilst the soil is chiefly composed of the almost perpendicular upturned edges of nodular limestones and marls of the Tertiary age, or alluvial gravels and talus breccia of limestone fragments, affording most efficient subterranean drainage.

The place is well wooded, and composed chiefly of private villas occupied by a very select community, and a few good hotels and pensions. The population of the permanent residents is just over a thousand, so that beyond a necessary supply of good shops (all founded in the last two years) there are few other buildings.

The climate of Beaulieu partakes much more of a mountainous

than a marine one, on account of the protection that Cap St. Hospice gives to the bay, preventing heavy breakers and spray production. It is particularly sheltered, and all winds of any force must come from some quarter south of west or east. The exposure to the sun is from sunrise to nearly sunset, except a small band to the west of the town. It is particularly suitable to the different forms of bronchitis, winter cough, some cases of asthma, and the incipient stages of phthisis (it is requested that all advanced cases of the latter disease dangerous to other non-affected people avoid Beaulieu, as most hotels and furnished villa-owners refuse them; they will find Mentone and other places on the Riviera specially prepared to receive them). Cases of gout, rheumatism, sciatica and other neuralgias, do admirably, as also cases of stone, uric acid deposits of all kinds, and the diseases associated with the over production or retention of that substance. Certain cases of hysteria, anæmia, and of bad or perverted nutrition generally, are benefited in a wonderful way. Old people with failing vitality, defective circulation, or broken-down constitutions, may add years to their lives by wintering at Beaulieu, for there are very few days during the whole winter they cannot go out of doors.

The climate of the peninsula of St. Jean, Cap St. Hospice, and Cap Ferrat is quite different. It is very breezy, being protected only on the north or land side, but swept by all the other winds from over the sea, so that its climate is intensely marine, and suitable most especially to many forms of tuberculosis, scrofula, struma, and other types of malnutrition, more especially in children and young adults. In fact, within a distance of four miles every variety of climate can be had, wherein a very large share of sunshine constitutes the dominant element common to each variety.

PRACTICAL INFORMATION.

Hotels.—It is perhaps inevitable that Beaulieu should have, sooner or later, its colossal "palace hotel" and be able to hold its own with Cannes, Nice, and Monte Carlo. Those who like this class of caravanserai should certainly be contented with the luxurious and thoroughly up-to-date Hotel Bristol, which the company (who also own the Coburg Hotel, London) have

recently built. The promise of being the "last word in hotel luxury" has undoubtedly been fulfilled. Not only is it lighted throughout with electricity, and furnished with lifts, but it is provided with hot and cold sea-water baths, while every window looks seawards and due south. Daily concerts. Acc. 250; R.* from 8 fr.; B. 1 fr. 50 c.; L. 5 fr.; D. 7 fr. 50 c.; A. 1 fr. 50 c. No pension terms.

A quieter type of house is the old-established Hôtel des Anglais, under Swiss proprietorship. Pension from 12 fr. Under the same proprietorship is the Victoria, which is virtually an annexe of the Hôtel des Anglais.

A small but high-class hotel is the Empress Hotel. The sanitation has been supervised by an English physician, and is in accordance with modern hygienic requirements. Open from November 15th to May 15th. Acc. 50; R. 5 to 10 fr.; D. 5 fr.; L. 50 c.; P. from 12 fr. Lift. E. L.

Other hotels are the Métropole, on the shore, with P. from 16 fr., the Beaulieu, Beau Rivage, and Beau-site. P. from 10 fr. The *clientèle* at the Métropole is chiefly French and Russian. The Beaulieu is quieter and the charges more moderate.

The well-known restaurant (Réserve) is no longer connected with the Métropole, but under separate proprietorship (see below).

An English pension was started in 1897 under English management. It is called Bond's Private Hotel, and is well spoken of. Its situation, full south, is pleasant and convenient, five minutes from the church, station, and shore. Open from October 25th to May 10th. P. from 10 fr. Acc 25.

Villas and Apartments.—Wide choice of furnished villas, but the rents are high. The choice of this place as a winter residence by the late Lord Salisbury (who seems to have done for Beaulieu what another famous statesman did for Cannes), the King of Belgium, Prince Furstenberg, the late Mr. H. McCalmont, M.P., etc., have also given a great impetus to the building of villas in this region. In fact, the early discoverers of the place are rather inclined to deplore this as tending to vulgarise this beautiful little spot, and to make it a mere suburb of Nice.

* For explanation of abbreviations, see end of Contents.

Routes.—The local communications are excellent, and the train service very well arranged, thanks to the proximity of Beaulieu to Monte Carlo and Nice. Nearly all trains, including the *trains de luxe*, stop at the station. (For the journey from London, see NICE *Routes.*) Then there is the electric tram to Nice and Monte Carlo, running every quarter of an hour or so during the season.

English Church.—St. Michael's. Chaplain (S.P.G.), Rev. J. Oldfield, M.A.

English Doctor.—Dr. H. J. Johnston-Lavis (late of Naples), Villa Lavis.

English Chemists.—Pharmacie Tomasi, and Pharmacie Grosjurie, both with English assistants during the winter.

Forwarding Agents.—Banque Populaire ; International Sleeping Car Agency, Banque Populaire.

Postal Arrangements.—Outward mails : France, five times daily ; Italy, twice daily ; Great Britain, twice daily. Deliveries, 8 a.m. and 4.15 p.m. Last collection at the station for all parts, 8.33 p.m. Post, Telegraph, and Telephone Office open from 8 a.m. to 9 p.m. during six months of winter.

Lawn-Tennis Club.—Apply to the Secretary, Dr. Johnston-Lavis.

Bank.—Banque Populaire.

Cafés and Restaurants.—Réserve de Beaulieu, very good but very expensive. Empress, under Empress Hotel, very good and reasonable. Each hotel has a restaurant attached. Restaurant de la Gare and de Commerce, cheap. The Empress café-restaurant makes a speciality of afternoon tea in the garden of the hotel.

Conveyances.—One-horse carriage of two or four places, 1 fr. day, 1 fr. 50 c. night. Two-horse carriage of two or four places, 1 fr. 50 c. day, 2 fr. 50 c. night. One-horse carriage, 2 fr. 50 c. the hour by day, 3 fr. night. Two-horse carriage, 3 fr. 50 c. day, and 4 fr. night. *Motor-Cars.*—A large garage has been established whence motor-cars can be hired. *Electric Tramway.*—Now running to Nice, Monte Carlo, and Mentone.

Excursions.—Nice, 8 fr., there and back (with three hours' stay), 12 fr. ; Monte Carlo, 10 fr. and 15 fr. (return) ; St. Hospice, Villefranche, or Eze, with quarter-hour's stay, 4 fr. ;

Cap Ferrat (Lighthouse), with one and a half hour's stay, 9 fr. Service of omnibuses and wagonettes run from the Cross, the Station, or the Pont de St. Jean, to St. Jean.

Boating Excursions.—One hour's row (three persons), 3 fr., with 75 c. for each extra passenger. Nice or Monaco, with one hour's stay, 20 fr.

House Agents.—E. Kurtz, Bovis,

Shops :—

Florists.—Maiffret, Carbonatto, Mouton.

Hairdresser.—Manni, Salon Louis XV.

Horticulturists.—Hickel (Maison Keller), Maiffret, Mouton.

Milliners and Dressmakers.—Maïssa, Micoud.

Guide Book.—A "Guide to Beaulieu," by Dr. Johnston-Lavis, is in preparation.

V.—MONTE CARLO.

"How like a gem beneath, the city
Of little Monaco, basking glowed."

MONTE CARLO is the most serious rival of Nice, and certainly there is no watering place on the Riviera more picturesquely situated. Its delicious climate and beautiful and varied scenery attract each year a larger number of visitors and residents. The sternest opponents of the gambling establishment, or "Cercle des Étrangers," as it is euphemistically termed by the proprietors, are fully alive to the natural beauties of its surroundings, and regretfully murmur, as they glide past the station of this "poisoned paradise" on their way to Mentone: "Where every prospect pleases, and only man is vile." The scenic beauties of Monte Carlo are too familiar to be enlarged upon. The striking combination of the picturesque and the idyllic, the juxtaposition of bold Alpine landscape with the luxuriance of vegetation, the richness of colour, and the continuous sunshine which we associate with tropical regions, can hardly fail to extort admiration even from those whose æsthetic faculties are not very highly developed. The place is beginning, however, to be resorted to by a good many visitors who are not attracted by its facilities for play, and even mildly disapprove of it, as it is found that the frequenters of the *salles des jeux*, as a rule, keep very much to themselves, and do not mix with visitors who come for their health, or to enjoy the climate and scenery.

The suppression of the gaming tables is, however, only

a question of time. It is not likely that the present Company, who lease the Casino from the Prince of Monaco, will be able to hold their own many years longer in the teeth of public opinion in the south of France. The lease expires in 1913, when, if not before, it is generally supposed that sufficient pressure will be brought to bear on the Governments of France and Italy to induce them to compel the Prince to close the establishment. Judging from the increased popularity which Homburg, Baden, and other fashionable watering places have attained since the suppression of their gaming tables, it is probable that hotel keepers here will not lose if a similar policy is carried out.

Monte Carlo is ten miles from Nice and six from Mentone. The railway journey from Nice is in itself a delightful trip. The line runs along the coast, protected from the sea by a sea-wall, and, except that the scenery is wilder and more beautiful, reminds the passenger of the South Devon line between Dawlish and Teignmouth. Between the numerous tunnels, charming glimpses are to be had of the sea, almost lying at your feet. This trip has been fancifully compared to travelling through a flute, and looking out through the finger-holes.

Climate and Temperature.—Monte Carlo enjoys complete protection to the west and south-west by means of the lofty rock on which the old town of Monaco is perched, and to the north and north-west by the high mountains, which here approach to within a short distance of the sea. The mean annual temperature is 2° higher than that of Mentone. The great mildness and equability of the climate is proved by the fact that, during an exceptionally severe winter, some few years ago, when at Cannes and Nice a number of plants, recently acclimatised, were destroyed by the frost, similar plants at Monte Carlo were

not injured at all, although in the open air. At Mentone, too, the lemon trees that winter were much damaged by the severity of the weather; yet the lemon trees at Monte Carlo did not suffer in the least.

As a winter climatic station there is no doubt that Monte Carlo has a great future, and certainly when the public gambling tables are abolished—no unlikely event in view of the strong public feeling of the principal Riviera towns—Mentone and San Remo will have to look to their laurels. Both topographically and climatically Monte Carlo is particularly well adapted as a sanatorium. Here we have a milder and more equable temperature than Mentone, a site which is even better protected from cold winds than the latter town, an admirable water supply, and an efficient system of drainage. The two latter advantages are no doubt traceable to the liberal expenditure of the Casino authorities. Many medical men who are fully alive to the undeniable intrinsic merits of Monte Carlo as an invalid station will, however, hesitate to recommend the place on account of the dangerous—medically speaking—counter attractions of the Casino, with its hot and ill-ventilated gambling rooms, its noisy crowds, and the inseparable excitement and turmoil. In spite of this a considerable number of invalids will be found among the winter residents.

It is not advisable, especially for invalids, to remain at Monte Carlo after April. Invalids will probably eschew the gambling rooms altogether; but if they wish to visit them, it should be during the day. In the evening they are stifling, the ventilation being very defective.

The drinking water is supplied from the Vesubie by the Nice Water Company through special pipes. All the water passes through a colosal filter above Villefranche. This filter, known as Anderson's Filter from the inventor, can be seen by visitors on applying to the Water Company.

At Monte Carlo water is paid for by the landlord.

Excursions.—Monte Carlo makes a capital centre for walks and drives. After exploring the picturesque sea-girt city of Monaco, and the mediæval village of Roquebrune, an active pedestrian can scale the heights of the Tête de Chien by a steep mule-path. Or he can take the funicular railway which runs almost hourly from Monte Carlo to La Turbie—the "Rigi of the Riviera." Among the more distant excursions are the beautiful pine-clad peninsula of Cap Martin, the village of Laghuet (a renowned place of pilgrimage), north of La Turbie, and the strikingly situated cliff village of Eze, perched like an eagle's nest on the topmost peak of a precipitous mountain.

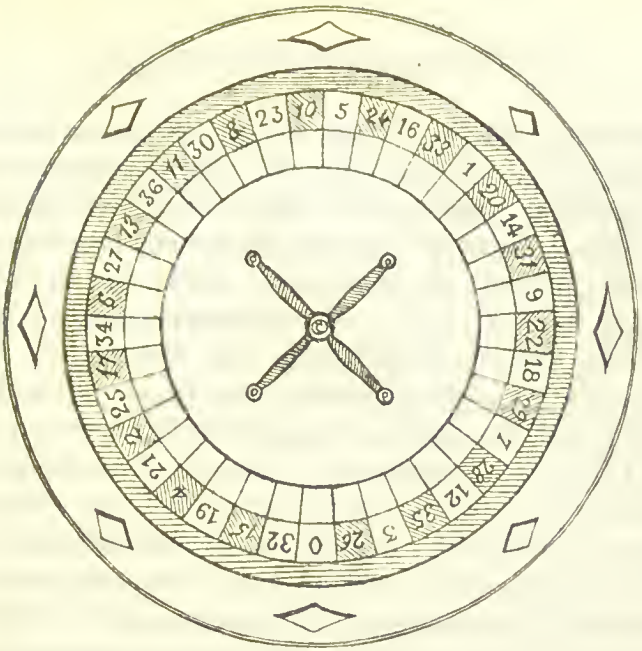
The Casino.—The "Cercle des Étrangers à Monaco," as the Casino is officially styled, is built in a commanding situation, on a promontory about three-quarters of a mile from the town of Monaco. It is a huge ornate structure, suggesting in its main features a faulty miniature copy of the Paris Opera. It is not an artistic success. In fact, this obtrusive, over-decorated building—a bit of sublimated Haussmannism—seems grotesquely incongruous amidst such beautiful rural surroundings. However, the votaries of the green tables are not likely to trouble their minds about the æsthetic shortcomings of the exterior of this Temple of Chance. Several alterations and enlargements have been recently carried out in the building. A portico at the entrance dwarfs the fine façade, and does not improve the appearance of the Casino. A lift from the station to the top of the steps has recently been added. Fare 25 c. The *salles des jeux* have been enlarged, and in the height of the season eight tables for roulette and three for trente et quarante tempt the visitor. The play now lasts from noon to 11 o'clock, and the administration enforce more strictly the rules as to admittance, a ticket being occasionally asked for even from *habitués*. Fronting the entrance hall is the theatre, where, twice a day—at

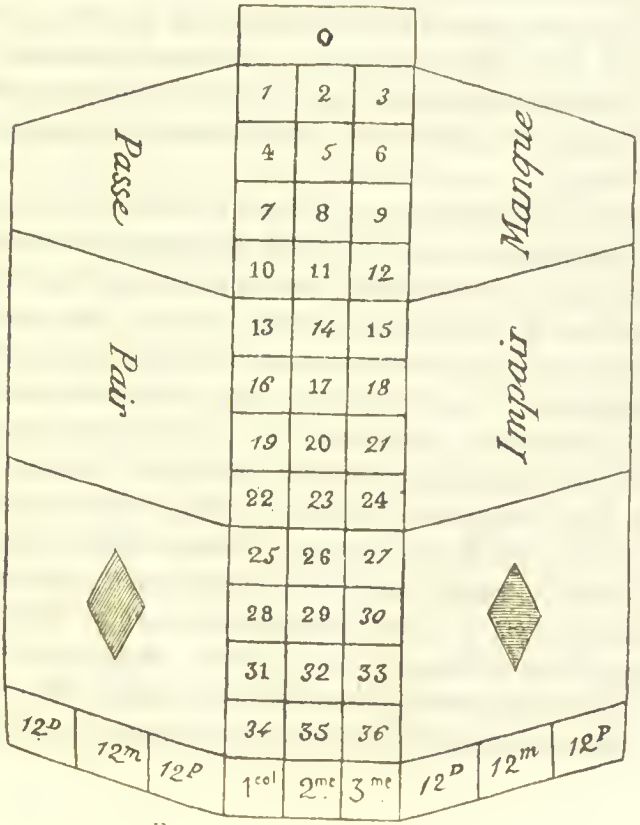
2.30 and 8 o'clock—orchestral concerts are given. The orchestra, which consists of eighty first class musicians, is considered one of the best in Europe. The concert hall and the reading room (which is well supplied with English, American, and Continental papers) are absolutely free. There is no charge even for programmes.

The famous Classical Concerts, which take place from 2 to 4 every Thursday during the season, are, however, no longer free. Owing to the crowds attending them, it has been found advisable to make a small charge. The tickets vary from 3 to 8 fr., and a subscription for the whole series (usually twenty) of concerts costs 75 fr.

For the *salles des jeux* a ticket is required; English visitors, on the production of their visiting cards, will have no difficulty in obtaining one. They are issued at the office to the left on entering. They are available for the day only; but if special application is made, a season ticket (white) is given, which is good for three months. The *salles des jeux* consist of four or five saloons, profusely decorated in the Moorish style. The first two and the third are usually devoted to roulette, and the two others (in the height of the season) to trente et quarante. The diagram on the opposite page will explain the different chances at roulette.

Visitors will at first have some difficulty in following the game, and perhaps it is best that they should content themselves with the *rôle* of spectators. If, however, the gambling spirit is not to be resisted, the following short description may be useful: The stakes at roulette are from 5 fr. to 6000 fr., but at the trente et quarante table nothing less than a louis is accepted, the limit being 12,000 fr., and all stakes must be divisible by 20. Each roulette table is virtually divided into two, one on either side of the roulette wheel. Visitors can stake their money on the numbers from 1 to 36, and the maximum





Plan of a Roulette Table.

for a number is 180 fr. If the number they have selected turns up—*i.e.*, if the ball falls into the compartment with a corresponding number—they will receive thirty-five times their stake. There are, besides, three even chances—red or black, manque or passe (*i.e.*, under and including eighteen, or over), and pair or impair (even or odd). There are, as well, combinations with the numbers; *i.e.*, a stake may be placed between two (*à cheval*) or three numbers, with the chance of winning seventeen or eleven times the stake respectively. It may also be placed between four numbers (*carré*), or to cover six numbers, yielding, if successful, eight times or five times the respective stakes. It is evident, then, that the bank has an immense advantage over the punters, as, in addition to the chance of zero (which turns up on an average once in thirty-seven times), it gives the winning player a point below the true odds, which are, of course, thirty-six to one. For this reason the regular players generally prefer trente et quarante, which is a more favourable game for the punter.

Trente et quarante is more difficult to follow; but there are only two chances—red or black, and *couleur* or *inverse*. The croupier deals out cards, face upwards, in two rows. The first row is called *black*, the second *red*. As soon as the number of pips in the first row has exceeded thirty, he begins with the second row, and whichever row is nearest thirty wins. In the *couleur* or *inverse* the chance depends on the colour of the first card dealt. If the first card in the first row (supposing black wins) is black, *couleur* wins, and if red, *inverse*. If the number of pips in each row is equal, the deal does not count (except in the case of "31 all"), and the punters are at liberty to withdraw their stakes, or leave them. If the tie of 31 occurs, then this gives the bank what is called the *refait*, which has the same effect as zero at roulette. It operates

as follows : All stakes are withdrawn, or "put into prison," as it is termed, and only refunded, *with no additions if they win*, on the next coup. So that the *refait* is really a forfeit to the bank of 50 per cent. It has been calculated that it occurs on an average once in seventy-two times. These explanations will, it is hoped, serve to show the great "pull" the bank invariably has over the punter, and may be appropriately wound up by reminding visitors of the proverb so often quoted at Monaco : "C'est encore rouge qui perd, et encore noir ; mais toujours *Blanc* qui gagne !"

It must be admitted that the game of trente et quarante is conducted with the most scrupulous honesty by the croupiers. Indeed, it has been cynically argued, that the mere fact of the eyes of the sharpest scoundrels in Europe being bent upon the dealer is alone sufficient to guarantee the fairness of the play. Without discussing the vexed question of the morality of play, which is a matter for the individual conscience, it cannot be denied that the general surroundings of the *salle de jeu* are most unhealthy. It is a "focus of all the blackguardism of Europe," and the atmosphere is polluted, both literally and metaphorically.

As for the expediency of play there can be but one opinion. As a mere amusement it is, at the best, an exciting and costly recreation, but for a player to gamble continuously for days or weeks with the serious intention of coming off a winner in the long run, the folly is patent. As a matter of fact, the bank possesses three indisputable advantages over the punter, viz. (1) the rule of the maximum, which puts a stop to anything in the nature of a "Martingale" ; (2) allowing one point below the real odds on the numbers, and (3) zero, any one of which would alone serve to break a syndicate of Rothschilds.

Mr. Clement Scott, in his "Land of Flowers," states the case very cleverly when he points out that there are only

two "infallible systems,"—one is that there is no system ever devised capable of beating the bank at its own game, and the other that the luckiest gambler, if only he play long enough, will invariably come away the heaviest loser.

If English visitors must visit the gambling room, it is preferable to leave the ladies of the party outside, at any rate. The sight, which can frequently be witnessed, of a fresh young English girl—perhaps making her first Continental trip—her cheeks flushed with unwholesome excitement, leaning over the roulette table, wedged in between a beetle-browed and sinster-looking blackleg and his equally objectionable "lady friend"—is a spectacle as incongruous as it is unpleasing. Those who can compound with their consciences by condemning the play, and yet taking full advantage of numerous attractions and entertainments provided gratis by the administration, but which are, of course, virtually paid for by the victims of the tables, have certainly no grounds for complaint. At the Monte Carlo casino they get absolutely for nothing what would have to be paid for by a heavy subscription at the casinos of Vichy, Wiesbaden, Homburg, Carlsbad, and other fashionable health resorts. Even the famous *table d'hôte* dinners of the Hôtel de Paris, the property of the Casino Administration, may be said to be subsidised by the losers at play, as it is notorious that the five francs charged for these excellent repasts leave no margin for profit, exclusive, of course, of the wine department. In fact, some ingenious patrons of the Casino, with a turn for paradox, argue that it is more moral to play than not, as the players are at any rate doing their best to render the continuance of the Casino impossible, while the non-players, who enjoy all the privileges of the place, may be said to participate with the proprietors in the spoiling of the Egyptians!

Of other amusements, operatic and theatrical perform-

ances are given frequently during the season, for which the leading singers and actors and actresses from the great capitals of Europe are engaged. There is a uniform charge to all parts of the theatre. An international pigeon-shooting meeting is held in December, masked balls during Carnival, and a regatta at Easter.

The gardens have often been described; they have been laid out with exquisite taste, and form a charming lounge for visitors. In short, the natural beauties of Monte Carlo cannot be equalled through the whole length of the Riviera, from Hyères to San Remo, and it well deserves the title, "the beauty spot of the Riviera."

MONTE CARLO MEDICALLY CONSIDERED.

By Dr. R. Pryce Mitchell.

As a winter health resort, Monte Carlo is considered by invalids to be without a rival on the Riviera. Nature has dealt lavishly towards this miniature Principality. The gradual incline from the sea-level to the Place de Casino, then to the higher level of the Boulevard du Nord, and again continued in a most precipitous manner towards the village of La Turbie, clearly demonstrates that Monte Carlo possesses a climate both sedative and bracing. It will thus be seen that the invalid by a change of altitude can respond to the requirements, and regulate the physical demand for opposite effects, common to all constitutions, without much mental exertion or pecuniary anxiety. Until the last few years, the majority of consulting practitioners in London and other parts of the United Kingdom ignored the superior claims of Monte Carlo, owing to the existence of the gambling rooms; but invalids have discovered for themselves the beneficial effect produced by one or more seasons' residence in this charming locality.

The many varieties of acute and chronic affections of the throat and lungs benefit by the soothing, and in many instances the curative, effects of the dry, equable and bracing climate. Gout and rheumatism in all their phases soon respond to the

palliative surroundings. The same applies to heart disease, Bright's disease, and liver complications.

Numerous cases of nerve lesions and insomnia, with its various causes, have shown indisputably the beneficial in the former and the curative results in the latter cases, after a limited sojourn in the principality. The climate is well adapted to young children—strumous cases especially—but those of a highly nervous temperament find the climate exciting at the age of thirteen. Up to this age the writer has found that any altitude in this locality is well adapted as a winter residence for children. The month of May often proves too trying for infants and young children. During this month they frequently develop feverish tendencies, and a removal to a colder climate is advisable about the end of April.

The death-rate among the English visitors is markedly low, which is due to the absence of infectious or contagious diseases, also to the excellent sanitary condition of the hotels and villas. Visitors residing in the lower level of Monte Carlo, Les Moulins, or La Condamine, complain of the enervating and lethargic effects. A change to the higher level is often productive of immediate and permanent benefit. The same applies to the residents of the latter locality, where a bracing effect is non-suitable.

It may be well to mention here that the tariff at the hotels, etc., on the higher level is almost as moderate as that of the numerous small hotels and pensions situated in La Condamine or Les Moulins. To pleasure-seekers and invalids alike, much benefit is obtained by a daily walk of one or two hours towards La Turbie.

Meteorological Conditions.—Owing to the change of climate throughout the whole of Europe, within the last few years, the mean temperature of the Riviera has, of necessity, considerably altered. The colder months, viz., January, February and March, are not alike two years in succession, but the absence of the winds from the north, and the protection from the north-west winds afforded by the projecting Tête-de-Chien, enhance the effect of the sun's rays during the season of "cold winds" from this direction. The mean daily temperature from November to April is 53° Fahr. and the lowest 35° Fahr.

The boulders and rocky elevations on the line of mountains forming the northern boundary reflect the sun's rays, and add their quota to the higher temperature of this locality.

Tourists as well as invalids should note the change in the temperature between 4 p.m. and 4.30 p.m. The sun disappears behind the Tête-de-Chien at this hour during the months of January, February and March, when a fall of 2° to 4° in the temperature takes place. This fall depends on the direction of the wind, which, if it be easterly or south-easterly, necessitates the exercise of much care on the part of invalids. The mistral should also be guarded against, as it is usually accompanied by a cloudless sky, and the warmth of the sun proves but too deceptive to new comers. Outer wraps are especially advisable during carriage exercise. The greatest rainfall occurs in the months of October and November, and the occasional wet days during the earlier months of the year are more welcomed than deprecated, as the refreshing and balmy condition of the air, the freshened verdure of the olive, palm, and caruba trees, and the heightened scent of the orange and lemon blossoms, and the numerous flowers testify.

The weather in the dead season is spoken of by the English residents as not being "too hot." The constant sea breeze springing up, together with the primitive summer aspect of this fashionable winter resort, make the interval a pleasant one after the excitement of a full season. During the autumn and early summer months, the weather is at its best, and the little principality wears its best colours.

Sanitation.—Since the mild epidemic of 1888 the Monaco authorities have exercised the strictest control over the sanitary condition of the principal hotels, villas, and pensions. A Sanitary Committee was formed, with an English medical man added to its number; rules were framed and properly carried out. The English system was adopted at most of the hotels, certificates of which can be seen in the entrance hall of each hotel. The proper construction of the cesspools and their efficient ventilation have produced the desired effect, so that from a sanitary point of view also Monte Carlo can claim to be one of the healthiest of winter resorts. It is erroneously supposed that the pipes seen on the shore at La Condamine convey drainage matter into the

sea. When the streets are watered, or after a heavy rainfall, the refuse thus carried away may be seen emanating at the mouths of the pipes; but the contents of sinks, and kitchen utensils, and gutter-flushings alone are conveyed to the spot. It is therefore advisable to refrain from utilising the cesspool as a receptacle for the above.

General Notes.—It is a subject of great controversy what beverage is most adaptable to the Riviera climate. A hard-and-fast rule cannot be adopted in this matter. Individual habits, temperament, general health, and physique must play an important part in any advice given.

Light wines, such as clarets and white wines, are accepted by the majority as the safest beverage, whisky being the staple spirit of all victims to gout and rheumatism. English malt productions are non-suitable to the climate.

The mode of diet is healthy and nourishing. Fatty and greasy foods are to be avoided. Early rising is advisable, as the refreshing effect of the morning air is one of the principal charms of the elevated position of this portion of the Riviera. Pedestrians revel in the bracing and invigorating effects of the scent of the pine trees on the footpath to La Turbie, or on the more even road to Cap Martin in the early morning.

The bathing establishment in the Hôtel des Bains in The Condamine is well patronised in fine weather. The writer strongly recommends the beach on the "Bas Moulins" as the most sheltered position for bathing. A service of bathing-machines at this spot would be a much appreciated concession on the part of the Monaco or Casino authorities. Visitors to the Casino, and more especially those who remain there for many hours in succession, are advised to apply some form of additional outer covering before regaining the open air.

Boating exercise is not much resorted to by visitors. This is surprising, as the boats for hire are well adapted for open sea rowing and sailing. This pleasant pastime is much in vogue by the Monégasques during the summer and autumn season.

MONTE CARLO, *June*, 1892.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—Excellent hotel accommodation. A little more care should, however, be exercised than at Nicc or Cannes in the selection of a suitable hotel. The most fashionable and expensive are Métropole, Riviera Palace (see below), Continental, des Anglais, and Eden. Thc Métropole is on a grand scale, luxuriously appointed, and thoroughly up-to-date in its equipments. The Hôtel de Paris is frequented chiefly by *habitués* of the Casino, and for that and other reasons cannot be unreservedly recommended as a family hotel. Its *cuisine*, too, which once had a European reputation, has fallen off very much of late years. A new wing was added to this hotel in 1897. It has now 400 rooms, and is one of the largest hotels on the Riviera. It is the only first-class house which keeps open during the summer. L.* 4 fr. ; D. 5 fr. (6.30 p.m.) ; P. from 20 fr. ; Acc. 400. Hôtel Métropole—One of the finest hotels on the Riviera. Excellent tennis courts (International Tournaments played here). Terms, the same as at the sister hotel, the Métropole, Cannes. Hôtel Grand—L. 4 fr. ; D. 6 fr. Hôtel des Anglais—L. 4 fr. ; D. 6 fr. A feature of the Hôtels Métropole, Grand, and Paris are the excellent *table d'hôte* dinners (at separate tables except at the Paris), much frequented by non-residents. At the Paris and Grand there is probably no profit to the proprietor apart from the wine.

A new first-class but decidedly expensive hotel is the Hermitage, with a restaurant of high repute. Acc. 350 ; B. 2 fr. 50 c. ; L. 7 fr. ; D. 12 fr. ; R. from 15 fr. ; P. 30 fr.

The International Sleeping Car Co. have recently built a magnificent hotel, the Riviera Palace, at Bordina, half-way between Monte Carlo and La Turbie, which has, undisputedly, the finest site of any of the Monte Carlo hotels. Though planned on a grand scale, it does not accommodate as many visitors as the Paris or Métropole hotels, as a great feature is the large number of suites of apartments. In fact, it is built on somewhat

* For the explanation of these abbreviations see the list below Table of Contents.

similar lines to Claridge's, London (which has a hundred bath-rooms), or the Élysée Palace Hotel, Paris; and the aim of the Company has evidently been to combine the good taste and dignity of the aristocratic family hotel of the old type with the luxuries and conveniences of the modern "palace hotel." A new station (Monte Carlo Supérieur), of the Turbie Railway, has been built in connection with the Riviera Palace.

Another large hotel (opened 1898), on the outskirts of Monte Carlo, is the Eden Hotel, Cap d'Ail (formerly known as La Turbie-sur-Mer).

Though pension charges are given above, these terms would not be accepted during the height of the season at the above hotels. All are luxuriously appointed and equipped with one or more lifts, electric light in all the rooms, and some have English billiard tables, etc.

Slightly more moderate in their charges are the high-class Hôtels Victoria, Prince de Galles (under the same proprietorship), St. James, and Alexandra. *Pension* from 15 fr. The Hôtel de Monte Carlo has recently been turned into an annexe of the Casino. All the above are furnished with a lift, and several are lit with electric light. The following have a lower tariff:—Windsor, de la Terrasse, and Beau Rivage, Russie, Londres, Splendide, Europe, Savoy, and Royal (more of a family hotel). The Europe has an excellent 4 fr. *table d'hôte* (wine included), much patronised by those visiting Monte Carlo for the day. *Pension* from 10 or 12 fr. The Hôtels de Paris, Londres, Beau Rivage, and Royal are open all the year.

Cook's hotel coupons are taken at Hôtel des Anglais, Hôtel Beau Rivage, and Savoy.

There are no *pensions* at Monte Carlo which can be recommended unreservedly to English travellers, but the best are, perhaps: Villa Ravel, Villa des Fleurs, and Villa Byron. *Pension* from 10 fr. for a south room, and 8 or 9 fr. for a room without southern aspect.

The Monaco hotels are much cheaper (from 10 fr. to 20 fr.) than those at Monte Carlo; but the splendid situation and superior accommodation of the Monte Carlo hotels fully compensate for the higher prices. Of the Monaco hotels the Hôtel des Etrangers and the Hôtel Bristol, with *pension* from 9 fr..

are the best. It must be remembered that Monaco is not so well adapted for invalids as Monte Carlo.

Villas and Apartments.—Villas let freely at Monte Carlo, but the rents are high. The prices at which the following villas have been let (furnished) during the last two or three seasons will serve as an indication of the rentals:—Villa Indiana, Boulevard Percira, 6,000 fr.; Villa Annette, Avenue St. Charles, 10,000 fr.; Villas Renée and Susanne, in the same Avenue, each 9,000 fr.; Villa Henrietta, Route de Menton, 25,000 fr.; Villa La Rêve, on the same road, 6,000 fr.; Villa Bolivar (unfurnished), Bd. des Moulins, 3,000 fr.

English Church.—There is a small church (dedicated to St. Cyprian) near the Hôtel Victoria, but outside the Principality. Chaplain (S.P.G.), Rev. G. H. Johnson, M.A., Villa Victoria. Sunday services at 11 a.m. and 3 p.m.

English Vice-Consul.—J. Wiseman Keogh, Esq., Villa Richmont, Boulevard du Nord. U.S. Consular Agent, M. de Loth, Les Moulins.

English Doctors.—Dr. J. H. Barnard; Dr. Fagge, Villa de la Porte Rouge; Dr. Fitzgerald, Villa Picciola; Dr. R. Pryce Mitchell, Villa Henri; Dr. Rolla Rouse, Winter Palace.

American Dentist.—Mr. Ash, Villa Paolo, near Crédit Lyonnais.

English Chemists.—Mr. Cruzel, Pharmacie Anglaise; Pleissonier, Pharmacie Anglo-American.

Postal Arrangements.—The Post and Telegraph Office is in the Avenue Monte Carlo, a little past the Gardens. Hours, 8 a.m. to 7 p.m. Telegrams, 8 a.m. to 9 p.m. Rates the same as in France, but Monaco postage stamps must be used.

Banks.—Crédit Lyonnais, Rue du Nord (just outside the frontier, near the English Church); Messrs. Smith & Co., Galerie Charles III.

Cafés and Restaurants.—Paris, Métropole, Ciro's, Princes', Hermitage, and Anglo-American Bar. Restaurants are also attached to the Hôtels Continental, Victoria, Prince de Galles, Russie, and Europe.

Conveyances.—Electric Tramways at frequent intervals from St. Roman (Eastern frontier) to Monaco Station, Monaco

Palace, and M.C. Station, 30 c. *Cabs* (2 horses): tariff 1 fr. 50 c. for the course, 3 fr. per hour. Limited to the Principality. A list of fares is attached to each carriage.

Excursions.—Beaulieu (1 hour's stay) 13 fr.; Nice (3 hours' stay) 25 fr.; Cap Martin (1½ hour's stay) 10 fr.; Mentone (1½ hour's stay) 14 fr.

House Agents.—Messrs. Roustan, Grand Hotel; Messrs. Smith & Co.

Tourist Agents.—Messrs. Thos. Cook & Son, Crédit Lyonnais; International Sleeping Car Co. Agency, Smith's Bank.

English Newspaper.—The *Daily Telegram*, price 10 c. (subscription, season, 20 fr.).

Shops:—

Florists.—Société Florale; Mme. Louis, Boulevard du Nord.

Jewellers.—B. Reynier, Grand Hotel; Gasc, Galerie Charles III.

Milliners.—Messrs. Sert & Co., Galerie Charles III.; Mme. St. George, Villa Marthe, near the English Church; Mme. Recalcate, Alexandra Palace.

Photographers.—Numa Blanc, Fils, Villa de la Geronstère; Medécin, Avenue de la Costa (Kodak goods).

English Tailors.—Pile & Co., Rue de la Scala.

Ladies' Tailor.—Redfern, Square Beaumarchais.

Livery Stables.—H. Crovetto, Impasse des Écuries.

Guide Books.—"Monte Carlo and How to do It," by F. W. Goldberg (Arrowsmith, Bristol, 2*s.*). "Monaco, the Beauty Spot of the Riviera," by Dr. Pickering; "Ten Days at Monte Carlo at the Bank's Expense" (written specially for cyclists), by V. B., a well-known Monte Carlo resident (2*s.*, Heinemann, 1898). This gives some valuable hints on hotels and restaurants.

Joanne's "Nice and Monaco" (English ed.) is a very useful guide-book. (1 fr.; Hachette. 1902.)

VI.—MENTONE.

MENTONE can boast of a milder climate and a more equable temperature than any other health resort on the French or Italian Riviera. This is due to its sheltered position. For many years after its discovery by Dr. Bennet it was almost exclusively regarded as an invalid station of the first importance. But of late years it has been much frequented by ordinary visitors, who are attracted by the beauty of the scenery and the comparative cheapness of living. It is a common notion that Mentone has rather a depressing effect, on account of the number of invalids; but the proportion of this class of visitors among the winter population is not so large as is generally supposed. It must be remembered, too, that the character of Mentone has changed a great deal of late years. Compared to many of the smaller stations on the Mediterranean littoral, Bordighera or Ospedaletti for instance, it is now a decidedly gay place. In fact, the remark attributed to an Irish visitor, that "but for an occasional funeral there would be no life in the place," may be regarded simply as an amusing instance of Milesian hyperbole.

M. Guy de Maupassant's beautiful description of Mentone in "Afloat" seems no doubt written under the influence of a somewhat funereal atmosphere, but a good deal must be allowed for artistic licence when he writes *à propos* of the Mentone cemetery:—

"This charming and balmy country is the hospital of society and the flowery cemetery of aristocratic Europe. . . . How truly in every part of the world this lovely and

terrible spot must be accursed, this ante-room of Death, perfumed and sweet, where so many humble and Royal families, burghers or princes, have left some one, some child on whom they concentrated all their hopes and lavished all their love and tenderness. . . . What a spot it would be for the living, that garden where the dead lie asleep! Roses, roses, everywhere roses. They are blood-red, or pale, or white, or streaked with veins of scarlet. The tombs, the paths, the places still unoccupied, and which to-morrow will be filled, all are covered with them."

But even granting that Mentone is not so gay and lively as Nice, Cannes, Monte Carlo, or even San Remo, to many visitors, even those who are not serious invalids, the comparative repose and tranquillity of Mentone will come as a pleasing relief after the bustle and gaiety of Nice, or the fashionable dissipations of Cannes. Besides, Monte Carlo is only a quarter of an hour's distance by train; in fact, the facility with which this popular resort can be reached is a standing grievance with many of the winter residents, who wish to make Mentone a health resort pure and simple.

The view of Mentone from the sea is one of great beauty. It extends along the lowest slope of the Maritime Alps in the form of an amphitheatre. A prominent feature in the foreground is the old town, which, perched on a rocky promontory, divides the bay into two parts. The modern town, with its white houses relieved by the bright green foliage of the olive trees, seeming to shrink back from the sea, and to take refuge under the shelter of the mountains, adds to the beauty of the picture. Most visitors, however, coming by rail, and having to drive through rather an uninteresting suburb, are not much impressed with their first view of the town.

Society.—The English community at Mentone is

sociable, and not, perhaps, so exclusive as that of Cannes. Social gatherings generally take the form of "at homes," and there are many dances given. Owing to Mentone being now much frequented, thanks to the excellent communications, its residential character has altered considerably. It can no longer be regarded as "a favourite resort of overworked clergy."

The Sanatorium.—On an elevated position in the Gorbio Valley, and some three miles from the railway station, is a sanatorium (Gorbio Sanatorium), where the consumptive cure is seriously dealt with on the most scientific principles. It is the only important establishment of the kind on this part of the Riviera.

Since the decision of the principal hotel proprietors of Mentone not to accept consumptive guests, the sanatorium certainly "supplies a long-felt want." The details given below are taken from Joanne's admirable little guide to Mentone :

"Gorbio Sanatorium was inaugurated in 1900 at an altitude of 810 ft., facing south and about five miles from the sea. It is sheltered by a pine-covered hill and a high bare mountain behind the hill, which makes a perfect rampart on the north side.

"A 'cure gallery' is connected with the sanatorium by a covered passage.

"The sanatorium is directed by Drs. Malibran and Appenzeller. The building contains two dining-rooms, a drawing-room with piano, a billiard-room, library, bath-rooms, and fifty-three bedrooms facing full south, brightly, simply, but very comfortably furnished (brass bedsteads, painted white, and Norwegian pitch-pine furniture). The walls are covered with *Salubra*, a decorated canvas, which can be washed. Ten of these rooms have loggias, constituting as many private 'cure-galleries.' Several communicate with a small room used as an ante-chamber, where a caretaker, relative, or nurse may sleep.

The floors of all the rooms are covered with a special antiseptic.

"The sanatorium is heated with steam at small pressure; but each room has a movable aërating apparatus and its own fireplace. It is also fitted with electric light and an hydraulic lift.

"The water is provided from four different springs, recognised as being chemically and bacteriologically pure.

"By the present hygienic and curative system *consumption in the first and second stages is cured*; relief is given to more advanced consumption, and the invalid's life prolonged. The charges are from 20 fr. to 30 fr. a day, according to room, and including four meals, the steam-heating, electric light, and medical care. Wine, etc., medicine, and special portable electric lamp, baths, and massage are extras. Invalids should be provided with rugs for the open-air cure. The sanatorium has its own medically examined cows."

The following observations on the sanitation of Mentone are taken from Joanne's "Mentone":

"The municipal administration of Mentone pays the greatest heed to the sewers being in good condition, to the daily removal of dust and rubbish from the houses and mud in the streets, to the watering of these, etc. The hotels and villas are provided with English sanitary arrangements. Sanitation, in the large hotels especially, is absolutely perfect as these have been lately fitted and improved by English sanitary engineers.

"Disinfection is rigorously practised under the surveyance of a committee of hygiene presided over by the mayor. The syndicate of hotel-keepers has bought a disinfecting machine which can be used by everyone on payment of a certain sum (tariff supplied at the mairie)."

Amusements, etc.—There is very good boating and bathing. Sailing boats can be hired for 2 fr. an hour, or 12 fr. for the whole day. A club known as the Mentone Club has recently been founded, to which the subscription is 100 fr. for the season, and 25 fr. for a month. Concerts and dances are sometimes given by the Cercle

Philarmonique. There is a pretty little theatre attached to the New Casino for operettas, etc.

Mentone is a capital headquarters for those wishing to explore the little-known Maritime Alps. It is rather curious that this interesting range should be so much neglected by climbers. Mountain scenery is not a question of altitude only, and from some of these peaks —none higher than 7000 ft.—the most glorious views can be counted upon, as the summits are generally free from clouds, so clear is the atmosphere.

Excursions.—There are numerous pretty walks and drives in the environs well within the walking power of all but invalids. "A daily expedition in almost every variety of magnificent scenery can be made by visitors" (A. J. C. Hare). In order to fully enjoy the lovely scenery around Mentone, it is necessary to climb the mountain ridges which surround the town. The following charmingly written description of the glorious views is not at all overdrawn :—

"Here a magnificent panorama is exposed to view: in the background a magnificent sweep of high mountains, remarkable for the variety and beauty of their form and the warmth and richness of their colour; in front the limitless expanse of deep blue sea, still and smooth as the surface of a mirror, or crisped into small white crests of foam by some light breeze; far in the distance the snow-clad summits of the Corsican hills, touching the azure sky, like the ivory pinnacles of some unearthly temple; on each side the exquisite coast scenery; towards the west, the wooded promontory of St. Martin, the picturesque village of Roccabruna high up on the hillside; the bold precipice of the Tête de Chien, and the old tower of Turbia above Monaco; the rocky promontory of Monaco itself, its miniature bay, the glittering towers of the Casino

of Monte Carlo; and stretching out into the sea, far in the west, the ever-beautiful range of the Esterels. Orange, lemon, and olive groves are spread out at our feet; and to the east there are the steep, rock-bound coast of the Eastern Bay, and the adjacent frontier of Italy, the fine promontory of Cap Mortola, with steep red rocks behind it, and the carriage road into Italy winding over it: and extending far into the sea, and forming the eastern limit of the view, the sunny promontory of Bordighera. All this, seen in the varied and gorgeous colouring of the setting sun, with its many hues of blue and purple and crimson and gold, composes a picture of almost unrivalled beauty."

Those who do not care to walk can hire a donkey at 5 fr. for the day. Of longer excursions, the following are interesting: Roquebrune (three miles), Gorbio (carriage road, five miles); and Monte Carlo (seven miles); Bordighera (eleven miles), across the Italian frontier; Castellar, an interesting mountain excursion, which would take about two hours and a half (carriage road); and, if possible, Sospel (fourteen miles). The latter excursion is, perhaps, the most interesting of all, and the views are only surpassed by those from the Corniche road above Monaco. The charge for a carriage and pair for this trip would be 30 fr. Detailed descriptions of these drives and excursions will be found in Joanne's "Stations d'Hiver de la Mediterranée," and in Black's "Handbook for the Riviera." Mentone itself should not be neglected. The old town is extremely interesting, with its mediæval architecture. Its flights of steps for streets render it accessible for foot passengers only.

Dr. Bennet and Mentone.—A description of Mentone would hardly be considered complete without some mention of the late Dr. Henry Bennet, who may be said to

have discovered Mentone. He is certainly the greatest authority on all questions connected with the climate and temperature of this resort, and its suitability to the various classes of invalids. It must be admitted, however, that many medical men acquainted with this part of the Riviera consider he takes rather too rose-coloured a view of the benefits to be derived from a winter residence at Mentone. His exhaustive work on the Riviera climate, "Winter and Spring on the Shores of the Mediterranean," should be consulted by all invalids; and, in fact, all visitors will find a good deal of interesting information in it. He considers Mentone especially adapted for pulmonary consumption (earlier stages) and chronic asthma.

MENTONE FROM A CLIMATIC, HYGIENIC, AND SANITARY POINT OF VIEW.

By Stanley M. Rendall, M.D.

To explain the characteristics of the Mentone climate it is necessary to refer briefly to its topography, prevalent winds, rainfall and temperature.

Winds.—Mentone is situated in 43° 47′ north latitude, and has an almost due south exposure. It is perfectly protected from the north, and to a great extent from the north-east and north-west winds, by a double range of hills or mountains. In the outer and higher range, the highest point is over 4400 feet above the sea-level, and the lowest point (the pass from Mentone to the Col di Tenda) is 2574 feet; between this outer high range and the coast are numerous lower hills or ridges, one of which divides Mentone into two bays, the east and west bays.

On the other hand there is free exposure to the south, south-east, and south-west winds; but in the valleys running up from the sea towards the hills complete protection can be found at any time, even from these winds, so that the invalid can always evade any wind that may be blowing by changing the direction of his walk.

The dreaded north-west wind or mistral does blow sometimes at Mentone to a certain, but fortunately very limited, extent; it is felt chiefly on the west bay along the sea-shore, but complete shelter can be found from it by passing up one of the lateral valleys, and it is a very rare thing for it to last more than 24 to 48 hours at the most.

Rainfall.—In considering the rainfall of any place it is impossible to deduce much from the mere statement of the number of rainy days or of the number of inches, as there is no definite relation between the two, a month such as October often having a high rainfall in number of inches and a low one in number of rainy days. According to Dr. Sparks, the highest rainfall in inches takes place in descending ratio as follows:—Oct.: Nov.: March: Dec.: April: May: Feb.: and Jan.; and in number of days as follows:—May: Nov.: March: April: Oct.: Dec.: Feb.: and Jan. During the year the mean monthly humidity is, according to Dr. Farina, 67-85, with, according to Freeman, 73 for the winter months.

Temperature.—To concisely state the average temperature of Mentone, I cannot do better than quote from a table of temperatures contained in Dr. Sparks' work upon the Riviera.

Month.	London 10 yrs. Mean temp. 1865-1874.	Mentone 10 yrs. Mean temp. 1861-1871.
	deg.	deg.
October	49·4	65·5
November	42·6	54·9
December	39·5	50·5
January	38·8	49·7
February	40·7	50·8
March	41·1	54·0
April	48·8	58·8
May	52·5	65·8

The climate of Mentone is frequently stated to be relaxing and enervating, especially by those who have not visited it. Personally I have not found it so, nor have a great many of my friends who have for many years resided there. The late Professor Freeman speaks of it as being "peculiarly agreeable

in consequence of the generally dry, fresh, and bracing character of the air, of the large amount of sunshine, and of the entire absence of fogs."

Want of space prevents a more full and detailed account of the climate of Mentone, but from the above facts it can be seen that the climate is characterised by unusual dryness, by comparative absence of cold winds, and by a relatively high temperature; so that it may fairly claim to be the warmest and most sheltered of all the Riviera health resorts.

Hygiene and Sanitation.—The water supply is abundant and good; most of the houses and hotels have wells, from which, prior to the existence of the present water company, they derived an excellent water for drinking and household purposes, but as the place grew in size they were found insufficient for sanitary purposes, such as sluicing down the drains, watering the streets, etc.; so that a water company was promoted, which derived its supply of water at first from the springs of the Carrei Valley, but that also becoming inadequate to meet the increased demand, the company during the past year has brought into Mentone, by pipes, the water of the river Vesubie, which now supplies the whole littoral from Nice to Mentone; this treble source of supply—viz., the old wells still in existence, the Carrei Valley springs, and the Vesubie river—ensure that water could never run completely short, and should one source become from any cause polluted, it could be shut off or reserved for sanitary purposes, and the other two still exist for drinking and household use.

The drainage of Mentone consists of a large, well-constructed and well-ventilated main sewer, running the length of its principal street and receiving lateral branches from the side streets; it empties itself into the sea at a considerable distance from the shore. This sewer does not communicate with the water-closets of the houses or receive any solid excreta; it receives the surface rain water from the streets, and the *eaux ménagères* from the houses; nothing, unfortunately, can produce more unpleasant smells than decomposing "eaux ménagères," and the ventilators of the sewer not being efficiently trapped at certain parts, at times unpleasant smells are only too rife.

Each hotel and house has its own cesspool, into which the

water-closets empty their contents; these cesspools are built of solid masonry and are lined with cement, so that infiltration into the surrounding soil is prevented; as a rule, they are provided with a ventilation shaft; but before taking any individual villa it is best to assure oneself of the following points: Is the cesspool or fosse ventilated? is the water-closet properly trapped and ventilated, and has it an adequate water supply for flushing, *distinct* from the cistern which supplies the water for kitchen and drinking purposes?

In all the principal hotels and in a great many of the villas these necessary points have been attended to, but in some of the villas there may be some slight alterations required, which should be seen to by the landlord before the lease or agreement is signed; the house agents will always attend to this, if requested. Always at the end of the season, and if necessary during the season, these cesspools are emptied at night by suction into iron tanks, and their contents carted away into the country to be used as manure.

The fear has often been expressed that the earthquake of February 23rd, 1887, must have considerably upset the drainage, and impaired the solidity of the houses, by producing fissures in the walls and dislocating the drains; but as a matter of fact in these respects the earthquake came as "a blessing in disguise," so far as Mentone is concerned, inasmuch as, after the earthquake, each hotel and house was visited by a commission of architects, and all repairs necessary for the solidity of the house or for the condition of the cesspools and drains were indicated; and after their execution, a second visit was made by the same commission, to see that they had been properly carried out; this in most instances was so efficiently done, that it is considered that Mentone would be better able to resist a shock of the same force than it was in 1887.

The Medical Aspect of Mentone.—The cases for which Mentone has the widest, and indeed a world-wide reputation, are diseases of the chest, and the first in importance among them is phthisis or pulmonary consumption. All consumptive cases do not do equally well, and often it is difficult to define those that it will or will not suit; there being a good many factors to take into consideration before forming an opinion, besides the climate of

a given place, and an artificial classification of a disease into which a given patient's case may fall.

Generally speaking, the catarrhal form of phthisis, accompanied by a great deal of bronchial catarrh, does exceedingly well at Mentone, the cough and expectoration rapidly diminishing. It goes without saying that the earlier the case has been taken the greater and quicker the result, and the better the chance of ultimate and complete cure; but even in advanced cases, with a very large area of lung affected and cavity formation having taken place, it is surprising to watch the rapidity of change for the better and in the patient's general condition, in his sense of comfort, and in the relief from the distressing symptoms of cough and breathlessness.

Incipient phthisis of whatever form is often arrested, and the patient, after one or two seasons, returns home with no remaining physical signs of the disease for which he was sent abroad. When the complaint is more advanced, arrest may, and often does occur; and far advanced cases who perhaps never ought to have left their homes, once the fatigue of the journey over, obtain great relief, so that life becomes bearable if not pleasurable, and but too frequently, it may be added, false hopes of recovery and life are raised both in patient and the friends.

In the space at my disposal it is impossible to enter more fully into the special suitability of the Mentone climate for phthisis, but I must touch upon the following question: viz., Is consumption gaining ground amongst the native population of Mentone since it has become the resort of visitors suffering from that disease? I make no personal statement, as it might be considered a biassed one. I will only state that the inquirer is often misled by the fact that every person, native or otherwise, suffering from a cough is described by the native as a *poitrinaire*, or consumptive; and so the death-rate for consumption is swelled in the popular mind by every fatal case of disease accompanied by a cough, such as pneumonia, bronchitis, laryngitis, etc. In Dr. Bottini's experience, one death in forty-five amongst the natives was due to consumption. Dr. Farina, in twenty-five years in hospital experience, with 3189 cases of all sorts admitted during that time, found only one case in seventy.

In order to get more recent experience to throw light on this

point, I wrote for information to the British Vice-Consul, and give his reply, which is as follows :—"From inquiries made at the Mairie it can be proved that the cases of phthisis in Mentone are inferior in number to those of any town in France (in proportion to population), and that the deaths (from consumption) during the past four years have not exceeded four per year."

Bronchitis.—In no complaint is a more happy result obtained from residence in Mentone than in bronchitis, and especially is this so with those advanced in years. Where there is a tendency to bronchial catarrh, and to catch cold on slight provocation, there can be no doubt that wintering on the Riviera often prolongs life in comfort for many more years than would probably have happened had they wintered in England; the difference between the Mentone and the English climate, as regards mean temperature, rainfall, or humidity and prevalent winds amply suffices to account for and justify the above statement; of course, this applies more or less to the whole of the French part of the Italian Riviera, but perhaps more to Mentone than to some of the health resorts on the littoral on account of its exceptionally sheltered position. Convalescents from all acute affections of the respiratory organs (pneumonia, bronchitis, pleurisy, and larnygitis) nowhere make more rapid progress than here.

One affection of the respiratory tract does not as a rule do well at Mentone, more especially if a residence near the sea be chosen, and that is pure spasmodic or nervous asthma. Still, this bizarre complaint has invariably to be judged from the personal experience of each case, and I have seen entire immunity from the spasmodic attack during the whole of the patient's residence in Mentone. On the other hand, cases of asthma due to bronchial or nasal catarrh, or cardiac disease, improve by residence here as the conditions producing the spasmodic attacks are alleviated.

Heart and Kidney Diseases.—Mentone is, on account of its comparative freedom from wind and damp, and its relatively high temperature (ensuring, with ordinary care, absence from risk of chill and so freedom from dangerous increase of blood pressure), peculiarly suitable for cases of heart disease, whether valvular or muscular; and for the same reason it is eminently

suitable for cases of Bright's disease; kidney diseases are rare amongst the native population—and in albuminuria I have found the amount of albumen to rapidly diminish in several cases lately under observation.

Gout, Rheumatism and Rheumatic Gout.—Patients suffering from gout and chronic rheumatism experience, as a rule, great relief from pain by residing in Mentone. In rheumatic gout or rheumatoid arthritis there is such a large nervous element that the same relief is not always obtained; here there is the same element of doubt as obtains in spasmodic asthma, and personal experience alone permits of a decision; but I can recall many such cases that do well at Mentone, and return there season after season on account of the benefit that they derive.

Anæmia.—Cases of anæmia are, as a rule, immensely improved by residence in Mentone. Iron in some suitable form should be administered at the same time, and it is often wonderful to see the rapid return of colour and health in patients that at home did not assimilate or could not even take any preparation of iron; the combination of iron with out-door life and sunshine making all the difference.

Brain Affections.—If accompanied by insomnia, are certainly better away from Mentone, and if compelled to remain, should seek a residence as far back from the sea-shore as possible. On the other hand, patients suffering from nervous exhaustion pick up rapidly.

In connection with Mentone it is impossible from its close proximity to avoid reference to Cap Martin; though in the commune of Roccabrune, it is really a suburb of Mentone, but its climate is entirely different from that of the latter place. The promontory of Cap Martin jutting right out into the sea, it is possessed of a marine atmosphere, combined with the resinous odours of the pine trees thickly distributed over the whole of its extent. Visitors to the Riviera requiring a more bracing atmosphere than can be found in most of its towns cannot do better than visit the Cap Martin Hotel, which they will find exceptional for its comfort and excellent in every respect.

MENTONE, 1892.

PRACTICAL INFORMATION.

Hotels.—There is a very wide choice. There are probably more hotels, in proportion to population, than in any of the Riviera stations, and this competition partly accounts for the comparative cheapness of Mentone. The guide books do not assist much in helping the visitor to choose, as they generally omit to mention in what quarter of the town the hotels are situated.

The following are the best and the most frequented by English visitors: In the West Bay, the Winter Palace and the Iles Britanniques (L.* 4 fr. ; D. 6 fr. ; P. from 11 fr. Electric Light throughout) are excellent, but rather expensive ; Orient, Rue Partouneaux (L. 4 fr. ; D. 6 fr. ; P. from 10 fr.) ; National ; Hôtel du Louvre, good and moderate (L. 3 fr. 50 c. ; D. 5 fr. ; P. 9 to 16 fr.) ; Hôtel Prince de Galles (P. from 8 fr.) ; Hôtel de Venise (L. 4 fr. ; D. 6 fr. ; P. 10 fr.), a favourite house with the clergy ; Riviera Palace (Acc. 70 ; P. from 12 fr.), on a hill behind the station, quiet and select. These are all away from the sea and well sheltered. The Hôtels du Parc, Av. de la Gare (L. 3 fr. ; D. 4 fr. ; P. 8 fr.), Paris, Windsor Palace (P. from 8 fr.), Royal Westminster, Menton (L. 3 fr. ; D. 4 fr. ; P. from 8 fr. 50 c.), and Littoral (P. from 8 fr.), are all near the sea, and, excepting the first two, which are close to St. John's Church, are on the Promenade du Midi. The Hôtel des Colonies is an excellent, quiet hotel, much frequented by English, but it has no garden. Near the Public Garden is the Hôtel Splendid and Villa Riviera (Acc. 60 ; B. 1 fr. 50 c. ; L. 4 fr. ; D. 5 fr. ; Lts. 50 c. ; R. from 5 fr. ; P. from 10 fr.). All these hotels have electric light and lifts, and some have tennis courts and English billiard tables. The Hôtel Alexandra, a large hotel at the entrance of the Gorbio Valley, half a mile from Mentone, can be recommended especially to invalids ; it is well sheltered, and has a large garden. (Acc. 130 ; P. from 11 fr.) The Hôtel Montfleuri and the Pension Villa Honoré are well situated near the Winter Palace, and are both frequented largely by English visitors (terms from 9 fr. at the former and from 7 fr. at the latter).

* For explanation of abbreviations see the list following Table of Contents.

The hotels along the shore of the East Bay are very well sheltered from winds. The best are the Hôtel Bellevue, Hôtel d'Italie, Hôtel des Anglais, and the Grand Hôtel. The first three are very popular with English people, and the charges are reasonable for hotels of this class.

A good and essentially family hotel is the Grande Bretagne ; "the greatest care is always taken over the meals for children, and delicious milk puddings are a speciality of that house."—*The Queen.*

The Hôtel Britannia, near Menton-Garavan Station, is a quiet hotel, with moderate charges. The Hôtel Beau Rivage is quiet and comfortable. The Hôtels Bellevue, Anglais, Italie, Grande Bretagne, and Grand are furnished with lifts.

The charge for *pension* at most of these hotels is from 10 fr. upwards, except the Winter Palace, Iles Britanniques, National. and Alexandra, where 12 fr. is the lowest *pension* charge for a room with south aspect. Cook's coupons are accepted at the Hôtels Menton, des Anglais, and Italie.

Most of the hotels send omnibuses to the station. Many have gardens, some of considerable extent. All are closed in the summer, except Hôtels Windsor Palace, de Menton and du Pare.

Of the cheaper hôtel-pensions the following can be recommended : Londres, St. George, Pension Villa Carlotta, on the West Bay, and Pension Sta. Maria and Villa Marina on the East Bay. The charges are from 7 to 10 fr. a day. There is also a private Pension, Villa Stella Bella (Mrs. Norton), in the West Bay. Terms from 8 fr. Also the Pension Annonciata, above Menton, which is very well spoken of. P. from 6 fr. ; E. L. ; billiards. For ladies only, Villa Notre Dame.

Villas and Apartments.—Furnished villas are plentiful, and, as a rule, the rents are more moderate than at Cannes or Nice, 3,000 fr. to 4,000 fr. for the season would be about the average rent in a good situation ; but there are a few apartments to be let at 1,000 fr. to 2,500 fr. Lists with full information can be obtained from Mr. Isnard, the principal house agent. Private apartments are easily found early in the season.

Routes.—See beginning of book.

Church Services.—Christ Church, near the Hôtel des Anglais (East Bay). Chaplain, Rev. A. P. Cronyn, M.A. (C. and

C.S.). Services, 8.30 a.m., 11 a.m., and 3 p.m. In the West Bay is St. John's Church. The church and parsonage are vested in the S.P.G. Society. The hours of service are: Sundays, at 8 a.m., 11 a.m., and 3 p.m.; week-days, daily at 10, Wednesday and Friday, at 11 a.m.; H.C. on Holy Days, 8 a.m. The chaplain is the Rev. R. W. Goodal, Villa St. Jean. St. John's Church is open from October 15th to May 15th; Christ Church from November to May. The Presbyterian Church is in the Rue de la République. Services. 11 a.m. and 3 p.m. Minister, Rev. J. E. Somerville, B.D.

Consuls.—H.B.M. Vice-Consul, H. H. Hill, Esq., Isnard's Bank. U.S. Consular Agent, Mr. Isnard.

English Doctors.—Dr. Campbell, Casa Rossa; Dr. Stanley Rendall, Villa des Palmiers; Dr. Samways, Avenue Boyer.

St. John's House of Rest, for clergymen and other professional men, was established in 1879. The Archbishop of Canterbury is President, and the Bishop of Gibraltar is visitor. The inmates pay £1 a week. All particulars may be learned from the chaplain of St. John's, Villa Jean.

English Nurses' Institute.—Avenue de la Gare.

English Club.—The Mentone Club, Passage Belleeour, Av. Félix Faure.

English Dentists.—Mr. G. Mount, Maison Dorée, Avenue Félix Faure (formerly Avenue Victor Emanuel), and Mr. Ker, Villa Claire, Avenue de la Gare.

English Chemists.—Messrs. Oddo; Taglioni, Av. Félix Faure; Bain, Rue St. Michael; and Bczos, Rue St. Michael.

English Library.—Rue de la République. Over 5,000 volumes. Open Monday, Wednesday, and Friday, 2 to 3 p.m.

English Stores.—T. Willoughby & Co.

Post and Telegraph Office.—Rue Partouneaux; hours 8 a.m. to 7 p.m. (telegrams up to midnight).

Banks.—Crédit Lyonnais, Avenue Félix Faure; Mr. Isnard; Messrs. Thomas Cook & Son.

Cafés.—Paris, Rue St. Michael; Jardin Public, Avenue Félix Faure.

Restaurants.—Winter Palace and other hotels.

Conveyances.—Cabs: for two persons, 1 fr., and for four, 1 fr. 50 c., for the course; by the hour, 2 fr. 50 c. and 3 fr. 50 c.

for the whole day a carriage with two horses costs 25 fr. There is a regular service of electric trams from the Italian frontier through Menton to Monte Carlo.

House Agent.—Mr. Isnard.

Shops :—

Bookseller.—Bertrand, 3, Rue St. Michael.

Confectioners.—Rumpelmayer, Jardin Public (ices, afternoon tea, etc.); Anglo-American Tea Rooms, Rue Partouneaux, English management.

Livery Stables.—Costa, Rue St. Charles.

Photographers.—Numa Blanc, Avenue Félix Faure.

Photographic Materials. — Richard, Avenue Félix Faure (Kodak goods).

Tourist Agencies.—Messrs. Cook & Son, 10, Avenue Félix Faure; International Sleeping Car Co., 14, Avenue Félix Faure.

Forwarding Agents.—H. Johnson & Sons, Rue Partouneaux; Pitt & Scott.

Newspapers.—*L'Avenir de Menton*, *Le Petit Mentonnais*, and *The Menton and Monte Carlo News.*

Guide Books.—Joanne's "Menton and Vicinity" (1 fr. Hachette, 1903). There are also "The English Guide to Mentone" (published at Mentone), Dr. Bennet's book (already referred to), and Dr. Samway's "Guide."

VII.—MINOR RESORTS.

I HAVE now described as fully as space permits the principal resorts of that region popularly described as *the* Riviera.

There are, however, three, if not four, Rivieras—the French Riviera, which extends from Hyères to Mentone; the Italian Riviera, from Bordighera to Genoa, and the Levantine Riviera, from Genoa to Viareggio or Leghorn. There is, moreover, the fourth Riviera, which, so far as English travellers are concerned, is unexplored territory, namely, the West Riviera, from Marseilles to Fréjus with its hinterland. Perhaps the fact that this district is barely mentioned in the guide-books partly accounts for its neglect by English visitors.

Toulon may be considered the metropolis of this new Riviera, as, with the exception of St. Tropez, none of these primitive little watering-places are more than twenty miles or so from that great naval arsenal.

Not only to the artist and holiday-maker of modest means, but to the fashionable sun-seeker tired of the conventional attractions and resources of Nice, Monte Carlo (the home of fashionable Bohemianism), or Cannes, this comparatively unknown region will prove delightful alternative winter quarters. The scenery can hardly be equalled along the whole of this lovely coast-line from Marseilles to Genoa, and the climate, but for the mistral —the scourge of Provence—is hardly inferior to that of the most popular invalid stations of the French Riviera.

The whole country abounds in curious Saracenic ruins,

memorials of the time when the whole of this peninsula was as much under the domination of the Moors as Andalusia.

The peasants and fisherfolk are thoroughly unspoilt, and well disposed to strangers within their gates. Here in this old-world region we can understand the life of Provence almost as depicted in George Sand's novels. They are a handsome race, and betray their Moorish ancestry by their olive, clear-cut features, dark eyes, and tall, sinewy frames.

Most striking, indeed, is the contrast between this independent, light-hearted, and hospitable race and the hybrid, parasitic inhabitants of the region between Cannes and Mentone, who avowedly live on the hordes of rich strangers who have turned their country into the winter playground of Europe.

Indeed, if it be permissible to follow Silas Wegg's example and drop into poetry, the characteristics of this remote corner of Provence and its inhabitants could scarcely be more epigrammatically described than in the lines :—

"There found he all for which he long did crave—
Beauty and solitude and simple ways,
Plain folk and primitive, made courteous by
Traditions old, and a cerulean sky."

Bandol.—Taking these potential winter resorts in geographical order, we come first to Bandol, on the railway line from Marseilles to Toulon, some thirty miles from the former and barely ten from the latter.

Bandol lies on the shores of a pretty little bay, with two small but comfortable hotels, where five to six shillings a day are the usual pension charges. Amusements of the ordinary watering-place kind are, of course, nil, but there are excellent bathing, boating, and sea-fishing, and an unlimited choice of sea and land excursions.

Tamaris.—Six miles farther east is Tamaris. This is a place where some serious attempts at conversion into a winter resort for foreigners have been made, but so far these have only resulted in the building of a large first-class hotel (Grand), where the pension terms, considering the character of the hotel, are unusually low, ranging from seven shillings upwards.

Most of the land is, or was, owned by a certain Michel Pasha, an engineer of some note, who made a fortune some thirty years ago in building lighthouses for the Turkish Government. He was about to sell the property to an English hotel syndicate a few years ago, but the Government interposed to prevent the sale, not wishing, presumably, to have a winter settlement of sons and daughters of "la perfide Albion" so near the forts of the French Gibraltar!

Apartments can be rented in the little town, and villas are to be had at a rental which would quite upset the equanimity of a Cannes house agent.

Situated at the base of a low hill covered with firs and other trees, it looks across an almost landlocked arm of Toulon harbour to the well-wooded Presqu'île de St. Mandrier. On the hill is Fort Napoleon, from which lovely views can be obtained in every direction over La Seyur, with its shipbuilding yards, and Toulon with battleships before it and high grey hills behind. In the wood, close to the fort ditch, lying broken and neglected, is a stone bearing the inscription, "Ici Buonaparte a été blessé," with a date, partly illegible now, which the French rather than the English may remember with pride.

It was from this fort that Napoleon Bonaparte, then a young artillery lieutenant, directed his fire from cleverly concealed batteries on the English when they bombarded Toulon in 1793.

A good service of steamers runs to St. Mandrier and

Toulon about every hour during the day, calling at a pier just below the hotel.

There are some very pretty walks and drives in the neighbourhood. It is a quiet place, specially suitable for those needing the Riviera climate, to whom rest and economy are important. Suites of rooms can be obtained at the Villa des Palmiers adjoining the hotel.

Since 1894 the little narrow-gauge coast railway from Hyères to St. Raphael, where it joins the main P.L.M. line, has opened up a particularly attractive country to tourists. In fact, this part of the coast is the veritable Garden of Provence.

On the Gulf of St. Tropez is the pretty little fishing port of St. Maxime, much better adapted for a winter residence than St. Tropez, on the other side of the bay. It is remarkably sunny and sheltered, and what is more to the purpose boasts of a really good hotel, owned by a Zermatt hotel proprietor, where board is very cheap, pension terms as low as six shillings being accepted.

St. Tropez, in spite of its lovely surroundings, is a dirty and malodorous little place, although artists rave about it. But at all events it makes an interesting day's excursion from St. Maxime.

There is one more experimental winter station in this region, which has the advantage of being almost as cheap as the places described above, and situated in the midst of scenery even more picturesque and romantic, and yet at the same time is only about twenty minutes by train from Cannes, with its shops, promenades, and other urban attractions.

This is Le Trayas, some eleven miles east of St. Raphael. There is a very comfortable hotel here (Hôtel du Trayas), charging from 10 fr. a day.

The wealth of the semi-tropical vegetation—aloes, cactus, orange trees, pomegranates, and palm trees—is a

sufficient indication of the genial climate of this favoured corner of Europe.

A weak point in the climatic conditions is the cold and dry north-west wind known as the mistral, which is felt a good deal during the spring months. In winter, however, this wind is not so prevalent.

Another minor resort to be noticed is Boulouris, some two miles east of St. Raphael, a centre for many delightful excursions in the Esterel Mountains. Comfortable hotel (Grand).

St. Raphael is the next resort, and here we reach a more conventional region.

St. Raphael.—This place is exactly twenty miles west of Cannes, but is more of a summer sea-bathing station than a winter resort. It is the terminus of the new coast railway to Hyères. The surroundings are pretty, but it has few attractions in the way of amusements. Matters have, however, improved a little in this respect of late years, as a kind of combined Casino and Hydropathic Establishment, known as *l'Etablissement Médical de St. Raphael*, has recently been established.

As a health resort St. Raphael is open to the serious objection that it lies exposed a good deal to the mistral. Its chief merits are its quietness, its convenience of access to Cannes, its comparative cheapness, and its good sea bathing. Mr. Gladstone's visit in January 1892 served as a useful advertisement for this ambitious little watering place. It has good hotel accommodation. The principal are: Grand Hôtel St. Raphael (L.* 4 fr.; D. 5 fr.; P. 12 fr.; C. open Nov. to May), Grand Hôtel des Bains (L. 3 fr.; D. 4 fr.; P. 9 to 12 fr.; O.; G.), and Hôtel Beau Rivage (L. 4 fr.; D. 5 fr.; P. from 10 fr.; O.).

* For explanation of abbreviations see list following Table of Contents.

There is a small church where services are held every Sunday morning during the season. Chaplain, Rev. J. G. S. Nichol, M.A.

Visitors have occasionally the chance of a little sport, as the Casino Administration organise from time to time *Chasses des Sangliers* in the Esterel mountains.

Invalids and others requiring absolute repose and seclusion will find Valescure, situated in the pine woods two miles inland, a most suitable residence. This is a small colony of villas and hotels—a sort of miniature Cannes. There are two good hotels, des Anglais (L. 3 fr. 50 c.; D. 4 fr. 50 c.; P. 8 to 11 fr.; open Dec. to April) and Valescure (L. 4 fr.; D. 5 fr.; P. 9 to 12 fr.; open Nov. to May 15th). Villas can occasionally be obtained, furnished for the season, at rents from £200 upwards.

There is a small *pension* (Villa St. Georges) for ladies only, kept by the Sœurs Augustines de Meaux.

At the Hôtel des Anglais Church service is held alternately on Sunday morning and afternoon by the St. Raphael Chaplain.

Grasse.—This salubrious hill station, some twelve miles by rail from Cannes, and a little over 1,000 ft. above the sea, was brought prominently before public notice by the late Queen Victoria's visit in the spring of 1891. There is no doubt that this place has a future before it, as the scenery is very fine, the town is easily accessible from Cannes, and the climate is healthy. The new railway of the *Sud de France* renders this place, too, very easy of access from Nice. There is, however, a deficiency of good hotel accommodation, there being only one first-class hotel, the Grand (L. 3 fr.; D. 5 fr.; P. from 10 to 17 fr. Acc. 110; open Oct. 1st to June 15th), where, owing to the absence of competition, prices are rather high. It was enlarged in 1894. The other hotel is the old-established and old-fashioned De la Poste et Muraour (L. 2 fr. 50 c.;

D. 3 fr. ; P. 7 fr.). This hotel is unpretending, but is fairly comfortable, and the cooking is good. Its position in the centre of the town renders it, however, quite unsuited to invalids. A comparatively new hotel is the Victoria, with *pension* from 8 fr. A small English church was built near the Grand Hotel in 1891, and during the winter and spring services are held every Sunday. Chaplain, Rev. W. Fenwick , M.A., Grand Hotel.

Climatically, Grasse has some claim to be considered an important health resort of the future, on account of its well-sheltered though elevated situation and its pure and dry air. It serves as a useful change for those who find Cannes or Nice too exciting, owing to the proximity of the sea. The chief objects of interest are the perfume manufactories and the Chapel of the hospital, where are three pictures, believed by some judges to be by Rubens.

The famous Fragonards are unfortunately no longer to be seen, as Mr. Pierrepont Morgan (who bought these paintings for £75,000) has added them to his gallery in New York.

Cap d'Antibes.—This peninsular watering-place has recently been rather sought out by literary men, partly perhaps owing to the persistent way in which its praises have been sung in periodical literature by the late Mr. Grant Allen. There is an excellent hotel—in fact, the resort consists of little more than one colossal hotel and a few villas—where the charges for *pension* are rather more moderate than at most hotels of the same pretensions among the Riviera. As an invalid station the place has hardly even reached the experimental stage, and I have not been able to obtain meteorological details or statistics. Owing to its peninsular position, its possesses a climate more nearly approaching to a marine type than that of any other watering-place along the Riviera, except,

of course, its haughty rival, Cap Martin. Cap d'Antibes is fairly easy of access, as all trains stop at Antibes station, which is some three miles from the Grand Hôtel du Cap d'Antibes (P. from 12 fr.). Cab to station, 3 fr. (return 4 fr.).

The town of Antibes is now the terminus of the Cannes-Antibes electric tramway, which will eventually run along the coast from Cannes to Mentone. At present, however, the section between Antibes and Cagnes has no rails yet laid down.

"The Cap d'Antibes is one of the best places on the whole Riviera to go to for change of air in the spring. It is not cold, but the air is fresh and invigorating, and shelter from wind can always be found on one side or the other of the Cap. The Hotel is most comfortable and moderate. *Experto crede.*"—H. S.

The last of the newer stations demanding notice is

Cap Martin (situated on the peninsula dividing the Bays of Monaco and Mentone). Though in climate and situation there is great similarity between the two peninsulas, there is a great difference in the character of their frequenters. Cap Martin is perhaps the most expensive residence along the whole Riviera, and the villas command fancy rents. The Cap Martin Hotel has as aristocratic and wealthy a *clientèle* as any on the Riviera, and the charges (R. 5 fr.; B. 2 fr.; L. 5 fr.; D. 7 fr. 50 c.; A. 1 fr. 50 c.; Lts. 2 fr.) are on a commensurate scale, as befits an hostelry which has entertained several of the sovereigns of Europe. Not far from the hotel is a villa (Villa Cyrnos) belonging to the Empress Eugénie.

PART II.

THE ITALIAN RIVIERA.

I.—BORDIGHERA.

THE principal resorts of the French Riviera having been dealt with, I now propose to describe the more important winter stations of the Italian portion of the Riviera (the Riviera di Ponente), which extends from Ventimille to Genoa. Taking them in geographical order, the first to be noticed is Bordighera, pleasantly situated about ten miles from Mentone. This pretty little winter station is especially attractive to a certain class of visitors who cannot afford to visit, or who dislike, overcrowded or ultra-fashionable resorts; and with these, beautiful scenery amply compensates for the absence of the amusements and distractions of a large and popular winter station.

There are, no doubt, other resorts to be found in the Italian Riviera still more retired than Bordighera; but most people, and certainly real invalids and those in delicate health, prefer to spend the winter at a place which has passed beyond the experimental stage, and is not quite in its infancy as a health resort. For some years Bordighera has been an established health resort, and one which has been well spoken of by medical men.

Being a small town of about 2500 inhabitants, the system —if system it can be called—of drainage which is employed is primitive, but healthy, and the hygienic conditions of the place are good. The inhabitants are extremely pleasant and hospitable, and well disposed to their visitors. Their native simplicity has not as yet been spoilt by contact with a large throng of English and American visitors, and their respect for the "almighty dollar" does not obtrude itself unpleasantly.

Situation.—The old town is partly perched on a promontory jutting out into the sea, and is a conspicuous and picturesque object all along the French Riviera as it is seen glittering in the sunshine. The new town, or English quarter, is situated to the west of the promontory, the hotels and villas being surrounded by groves of olive, lemon, and palm trees. The palms, which with the lemon trees constitute the chief objects of cultivation, grow to a great height, and are more plentiful than in any other part of the Italian Riviera, or even in the neighbourhood of Algiers. "It is said that there are more palms in the neighbourhood of Bordighera than in the whole of Palestine" (Dean Alford). The reason is, that the natives of Bordighera are "protected" in this culture, as they have the monopoly of supplying the Vatican with palm-leaves for Palm Sunday. There is an interesting legend connected with this monopoly, which will be found in most of the guide books to the Italian Riviera. The numerous groves of palms give a peculiarly Oriental aspect to the country; and apart from this sentimental value, the shade afforded by them is a great boon to invalids, who can walk in many directions without being much exposed to the sun.

Society.—Somewhat similar to that of Mentone years ago, before it was spoilt by the Monte Carlo contingent,

who have now taken up their abode there on account of its proximity to the Casino.

Although Bordighera is a small and comparatively quiet place, it is not lacking in amusements.

Amusements.—The Lawn-Tennis Club, which has two courts and has recently acquired land for a third, is one of the oldest and most popular institutions of the place, and play is continual during the season. There is also a croquet ground attached to the Club. A very successful recent institution is the Hockey Club ; there is a game once a week, and two or three matches with San Remo during the season.

There is a great deal of real histrionic talent among the regular visitors to Bordighera, and consequently the place has a high reputation for amateur theatricals. There are usually five or six performances during the season, the proceeds being devoted to such institutions as the Library, the Society for the Protection of Animals, etc. During Lent the Choral Society gives a series of concerts of sacred music.

The International Free Library, with 8,000 volumes, though not exactly to be numbered among the amusements, is much appreciated by visitors, especially those in hotels. It is supported by voluntary contributions, and the work is all done gratuitously by members of the colony. The Library is kindly housed by Mr. Clarence Bicknell in his Museum, which contains an interesting collection of objects of local interest.

Excursions.—The neighbourhood abounds in beautiful walks and drives. Visitors will do well to buy one of the local guides and the excellent map issued by the "Società del Bene Pubblico," with the help of which they will be able to explore the whole country. Out of the many, a few of the excursions may be mentioned here.

1. Acquedotta della Fontana.—This is a very pretty and easy little excursion along the aqueduct which supplies the old town of Bordighera with water.

2. Torre dei Mostaccini.—A short walk to the top of a hill immediately behind Bordighera, which commands fine views. By driving to the end of the Via dei Colli, the tower (said to be of Roman origin) may be reached in five minutes' walk.

3. Monte Nero.—A hill excursion easily managed in an afternoon on foot or on mule-back. There is not much view from the top, but the walk under the pines is very pretty.

4. Cima dei Monti.—About an hour's walk from Bordighera, with a magnificent view.

5. Santa Croce.—This is rather a long morning's excursion, as the ascent occupies about two hours. The view is magnificent.

6. Il Sasso.—A pretty little village, lying about an hour to the north of Bordighera. The way lies along the top of a ridge. Driving or bicycling excursions may be made up the Borghetto, Vallecrosia, Nervia and Roja valleys, in which there are numerous villages. The Borghetto valley is quite short, but excursions lasting the whole day may be made up the other three. The far-famed La Mortola Gardens, belonging to Sir Thomas Hanbury, K.C.V.O., are within an easy drive of Bordighera (about six miles). They are open to the public on Monday and Friday afternoons, and no one should leave the neighbourhood without paying them a visit. The gardens of the Villa Charles Garnier, built by M. Charles Garnier, the architect of the Grand Opera, Paris, and the Monte Carlo Casino, should also be visited.

Besides the Villa Garnier there are several which can be seen by tourists. The finest is the Villa Bischoffsheim, which Queen Margherita of Italy once occupied. The

Jardin Mareno is at the foot of the hill on which the Villa Bischoffsheim is built. It is considered one of the most beautiful gardens in the whole Riviera, and the palms and other tropical trees grow must luxuriously. The Guide Joanne with pardonable exaggeration calls it "the most beautiful open-air conservatory in the whole world."

BORDIGHERA FROM A MEDICAL POINT OF VIEW.

By G. A. Goodchild, M.D.

It would be useless, in a small article like the present, to reproduce the elaborate statistics upon the climate of Bordighera which have been prepared by Messrs. Fitzroy, Hamilton and others. It must suffice if I notice such general particulars of situation, etc., as tend to differentiate it from its fellow health resorts upon that tract of coast in which the disadvantages of the Riviera climate are minimised by the protection afforded by the last buttresses of the Alps—namely, the district extending from Beaulieu to Taggia. Beaulieu and Monte Carlo, lying at the foot of precipitous mountains with little level ground near the sea, are probably similar in climate, and have their own advantages and disadvantages. Similarly, Mentone and San Remo may be coupled. Both these towns—as a glance at a large map will show—face the south-east. They are consequently well protected from the west winds, and by mountain ranges of considerable altitude from the north. Bordighera, on the other hand, faces south-west with the protection of hills of moderate altitude to the north and east; these being backed at a distance of two to five miles by more lofty ranges. It is consequently better shielded from the prevalent east winds than any other place upon the coast, with the exception of Ospedaletti. The temperature averages about three degrees lower than that of Mentone, yet the range of temperature is smaller. Whilst the latter place

would always show considerably higher maxima in dry, bright weather during the day, Bordighera has higher minima at night, the range for the twenty-four hours being often ten degrees less. This is due to two causes, one being the rapid radiation of heat from the bare hills about Mentone, whilst at Bordighera and San Remo the mountains are thickly covered with olives and pine-trees to their summits; the other is that, owing to its south-westerly aspect, the evening chill is less felt at Bordighera, the sun gradually losing power as it sinks into the sea, whilst at Mentone it is rapidly lost behind Mont Agel.

In rainfall and relative humidity Bordighera approximates to San Remo, both places having the advantage over Mentone. Another advantage possessed by Bordighera over its neighbours is the comparatively large number of level walks in the shade of the olive trees. These remarks apply more to the new inland district than to that bordering the old coast road, which has an unattractive and exposed situation.

The soil upon the hillsides is limestone and conglomerate, but upon the flat it is composed of old sandy sea-beaches in which the water rapidly finds the sea level. About a couple of acres near the English church the soil has, however, a small admixture of clay, and is somewhat damp in consequence. The water supply is obtained from wells, and a source in the flank of Monte Nero, but might be insufficient to meet the needs of an increased population. The water itself is hard, and occasionally contains nitrates, from the decomposition of the olives, etc., but during fifteen years I have seen no case of typhoid or diphtheria amongst the English colony. The native death-rate is 22 per 1000, and the mortality from zymotic disease is very small.

The climate is admirably suited for cases requiring a more bracing atmosphere than that of Mentone. Of the very small number of phthisical cases which were here during my first season fifteen years ago, five are still living to my knowledge; and I have had many opportunities of confirming the observations made at that time by Dr. Schmitz, of Neuenahr, upon the advantages of the climate in cases of diabetes and albuminuria. In fact, most cases attended with chronic degeneration of tissue do well. Nervous affections of a depressed type are also benefited, but febrile or excitable cases are better elsewhere.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—The best hotels stand above the Strada Romana, within about five minutes' drive from the station, at a moderate elevation and protected from winds by wooded hills to the north. The three largest first-class hotels are the Angst, Royal and Belvedere (Acc. 55; B. 1 fr. 50 c.; L. 4 fr.; D. 6 fr.; R. 5 to 6 fr.; P. from 10 fr. Lift. E. L.), of which the first is the largest and has the finest garden, but it is not so exclusively English as the Royal or Belvedere. The Royal stands highest and commands a most magnificent view even from the ground floor (Acc. 80; R. 3 to 5 fr.; B. 1 fr. 50 c.; L. 3 fr. 50 c.; D. 4 fr. 50 c.; Lts. 50 c.; P. 8 to 14 fr. Lift. E. L. C.). A modern and well-equipped house. The Hôtels Bella Vista and Belle Vue (two hotels adjoining under the same management) stand at the east end of the Strada Romana on the Cape and quite close to the old town. They enjoy splendid views. P. from 8 fr. The Hôtel de Londres, also on the Strada Romana, is a small but comfortable hotel patronised mainly by English. Near to the station and the sea are the Hôtels Angleterre, Lozeron and Britannique (Acc. 50; B. 1 fr. 50 c.; L. 3 fr.; D. 4 fr. 50 c.; R. from 3 fr.; P. from 8 fr. Lift. E. L. C.). The first two of these are the oldest in Bordighera, the Angleterre especially having a good reputation among English visitors. P. from 8 fr. The Iles Britanniques (P. from 7 fr.) has a large garden and stands farther back from the sea. Half a mile to the westward from the station and close to the sea is the Hôtel Beau Rivage. Prices very reasonable. On the new Via Imperatrice Federico, which leads straight up from the station to the Strada Romana, there are three hotels, none of them large but all well spoken of; these are the Bordighera, Savoy (P. from 8 fr.), and Victoria (Acc. 21; B. 1 fr. 50 c.; L. 3 fr.; D. 5 fr.; A. 75 c.; Lts. 75 c.; R. from 4 fr.; P. from 7 fr. E. L. C.).

A large first-class modern hotel, which will be the largest in Bordighera, is being built (1904) on an elevated site above the Strada Romana, called Grand Hôtel Cap Ampeglio. It is owned by the proprietors of the Royal and Angleterre hotels.

It will be furnished with lift, electric light throughout, and the billiard-room will have an English table. P. from 12 fr.

There are several pensions—Jolie, des Oliviers, Bristol (proprietress, English), and Villa Constantia (kept by German ladies, and patronised mostly by Germans).

Villas and Apartments.—There are many villas with rents from £40 to £500. Apartments, however, are not numerous.

Church.—The English church (All Saints') is near the Hôtel d'Angleterre. Chaplain, Rev. Canon Barnett, M.A., The Parsonage, Via Bischoffsheim. The hours of service are, Sundays, 10.30 a.m. and 3 p.m. H.C. 8 a.m. Week days, 10.30 a.m.

British Vice-Consul.—Edward E. Berry, Esq.

English Doctors.—Dr. J. Linton Bogle, Casa Grazia; Dr. G. Hamilton, Pozzoforte; Dr. D. L. Hubbard, Casa Santa Monica.

Chemists.—Tassarotti, Molinari, Calvauna. English assistants kept during the season.

Bank.—Mr. Edward E. Berry.

Cafés and Restaurants.—Ligure, Cosmopolitain, Faisan Doré, Philippe's.

Tea-rooms.—The Bordighera Tea-rooms, close to tennis club.

Booksellers and Stationers.—The British Supply Stores, P. Gibelli, etc.

Post and Telegraph Office.—In the main street (Via Vittorio Emmanuele), open from 8 a.m. to 8 p.m.

House Agent.—Mr. Edward E. Berry.

Florists.—Winter, Körner, etc.

English Groceries.—Kept by the British Supply Stores.

Local Paper.—*The Journal de Bordighera*, published weekly (mostly in English).

Library.—The International Free Library, 8,000 volumes.

Living Expenses.—Visitors will find Bordighera one of the cheapest stations on the Riviera. Fish, vegetables, and fruit are plentiful.

Cook's Agent.—Mr. Edward E. Berry.

Conveyances.—Frequent trains between Bordighera and San Remo. An electric tram every fifteen minutes to Ventimiglia (fare 30 c.). The tram line will shortly be continued to San

Remo, and to the terminus of the Mentone tram-line at the Pont St. Louis.

Cabs.—Course, 1 fr. ; hour, 2 fr. ; San Remo, 6 fr. ; Ventimiglia, 2 fr. 50 c. (3 fr. with two horses). Visitors with luggage will find it more convenient to take a cab from Ventimiglia station direct, as there is always a considerable delay at the frontier station.

Guide Books.—There are two good guides to Bordighera—Bruckmann's and Reynaudi's. The late Mr. F. R. Hamilton also wrote a book which might, from its title, "Bordighera and the Western Riviera," be supposed to be a guide-book to the place. The work is, however, an elaborate and expensive monograph on the history, geology, flora, and fauna of the district, and the requirements of the ordinary visitor are rather ignored. Mr. William Scott's "Rock Villages of the Riviera" deals almost entirely with villages within a day's excursion of Bordighera. It is beautifully illustrated with etchings by the author. Visitors will, of course, read Ruffini's "Dr. Antonio." In this novel will be found charming descriptions of the scenery around Bordighera.

II.—OSPEDALETTI.

HALF-WAY between Bordighera and San Remo lies the charmingly situated village of Ospedaletti, one of the newest health resorts along this favoured strip of coast.

It is only within the last few years that the merits of Ospedaletti as an invalid station have begun to be recognised. Just as along our own south coast there are fully half a dozen watering places which arrogate to themselves the proud title of the "English Mentone," or "the English Madeira," so along the Mediterranean littoral there are almost as many claimants for the honour of being "the warmest and most sheltered spot of the Riviera," as among ancient cities for the honour of being Homer's birthplace. Ospedaletti has certainly a better claim to this distinction than some of the more frequented Riviera resorts. It seems intended by nature for a sanatorium, and its name (little hospital) does not belie its character.

Ospedaletti, though quite as well sheltered as its old-established rival Mentone, is not so confined and shut in, and consequently is not so relaxing. A glance at the map shows how admirably the configuration of the country lends itself to the establishment of a winter station for invalids. The residential portion of Ospedaletti (for the hotel and villas are quite separate from the old fishing village) is perched on a gentle elevation rising from the shores of a little bay which is shut off from the larger bays of San Remo and Bordighera by Capes Nero and Sant Ampeglio respectively. These promontories form, as it were, bastions of the huge rampart of mountains—an

outlying spur of the Ligurian Alps—which afford complete protection from the north winds. The hygienic value of this encircling mountain wall is much increased by the absence of any openings in the shape of cols or ravines to form vents for the dreaded Alpine winds.

There are, of course, certain obvious drawbacks to this charming little resort. It is very quiet, not at all fashionable, and quite lacking, not only in the usual urban amusements, but even in the milder *kurhaus* dissipations, which the presence of a casino might lead a visitor to expect. In fact, the resources of Ospedaletti still await development. This casino might well be closed altogether, as the only amusement allowed by a paternal Government within its walls is a very occasional concert. Its history is significant. It was founded by a syndicate with the avowed object of rivalling the famous Monaco gaming establishment. When the building was completed, however, the Italian Government refused to grant a gaming concession, so that the casino remains a colossal monument of disappointed greed and misdirected ambition. One can hardly regret this somewhat arbitrary measure, for even those who hold the most tolerant views on the ethics of public gambling are bound to admit that one Monte Carlo is quite sufficient for the whole Riviera. At all events the action of the Government in refusing a concession does not much distress the frequenters of this retired winter station, as they alone benefit by the beautiful gardens of this ill-fated casino.

Climate.—Speaking generally, the climate of Ospedaletti is excellent. The meteorological and climatological records have been very carefully kept since 1889, and elaborate tables of statistics have been drawn up by Dr. Enderlin, based on observations made during the winter months from 1889 to 1892. The average mean temperature

for the whole six months (November to April) was 53° Fahr., the average for the respective months being: November 56°; December, January, and February 51°; March 54°, and April 57°; the difference between the maximum and minimum daily temperature showing a mean for the six months of the three seasons of only 7°. In the matter of rainfall, Ospedaletti compares favourably with other Riviera wintering places. During the winter of 1889-90 rain fell on thirty-four days only, and in the succeeding winter on thirty-eight days; while in the winter of 1891-2, an exceptionally wet one all along the Riviera, there were fifty-one rainy days. The mildness of the Ospedaletti climate is shown by the fact that during the abnormally severe winter of 1890-91, when heavy falls of snow were recorded at Algiers and other places on the North African littoral, Ospedaletti was quite exempt from snow.

It is, however, on the amount of sunshine that the *habitués* of this resort chiefly plume themselves. Owing to its aspect and situation, and the configuration of the two capes which form the horns of the crescent-like bay of Ospedaletti, the sun is visible, even during the shortest day, for quite nine hours. This means that the fortunate sojourners here get about an hour more of sunshine than visitors at Cannes, Nice, or Mentone. Here the sun does not set suddenly behind high mountains, producing that rapid fall of temperature so dangerous to invalids; but, passing beyond Cape Sant Ampeglio, it gradually loses itself in the sea after passing behind a succession of hills of moderate altitude.

The roads and promenades have been laid out with some regard to the wants of invalids. They are well sheltered from winds, and yet fully exposed to the sun. Seats have also been placed at convenient points—a concession to the needs of invalid visitors too much

neglected at Riviera resorts of far greater pretensions than Ospedaletti.

Society.—There is hardly any society in the conventional sense, though several villas are let to English or Italian families, and the resources of Ospedaletti are confined to walks, rides, and excursions. The English visitors at the two hotels are, on the whole, quiet, elderly folk, rather inclined to resent any innovation on the part of the younger visitors in the shape of impromptu dances, theatricals, and other amusements, so popular at hotels in Nice and other fashionable centres. The majority of the visitors either come for their health or for the sake of the rest and quietness which this retired little spot affords. Then the cost of living is much less than at the fashionable watering places on the other side of the frontier, though living is still cheaper at the little-known wintering places east of Genoa.

Excursions.—There are innumerable walks and drives. In fact, Ospedaletti being so near both to Bordighera and San Remo, most of the excursions for which the two latter places are the usual starting points can be conveniently managed from Ospedaletti.

The principal excursion is to the strikingly situated mountain village of La Colla or Coldirodi, over 1000 feet above sea level. Here is an interesting collection of paintings, containing a few original works by Guido Reni, Fra Bartolommeo, and Andrea del Sarto, and a large number of pictures by other masters, but whose authenticity is disputed. The collection was bequeathed to his native town by the Abbé Rambaldi in 1864. The gem of the gallery is a "Holy Family" by Fra Bartolommeo. La Colla can be reached by a zigzag carriage road of about three miles in length, though active walkers will prefer the

steep but picturesque bridle path, winding through groves of olives and orchards of lemons and oranges, by which the village can be reached in about half an hour.

PRACTICAL INFORMATION.

Route.—See beginning of book.

Hotels.—There is good hotel accommodation. The leading hotel is the large Hôtel de la Reine, close to the Casino. (Acc. 80; B. 1 fr. 50 c.; L. 4 fr.; D. 5 fr.; R. from 4 fr. Lift.) Owned by MM. Hauser Frères. It is planned on a very ambitious scale for so small a place, and the appointments are luxurious. The terms are, however, moderate for a house of this class. P. from 9 fr. for a period of not less than a week. The Hôtel Suisse is of more modest pretensions, but it is comfortable and well appointed. Its *clientèle* is chiefly German. P. from 7 fr. There are also the Hôtel Royal (P. from 8 fr.), Métropole (P. from 7 fr.), and the small Hôtel-Pension Riviera (P. from 6 fr.). Apartments are to be had, and the rents are low. There are a few furnished villas to be let at a rental very much more moderate than that demanded for similar accommodation at San Remo or Bordighera.

Church Services.—Twice every Sunday at the Hôtel de la Reine. Chaplain, Rev. Canon Atherton, Hôtel Suisse.

Doctor.—Dr. Enderlin (speaks English), Hôtel de la Reine.

Postal Arrangements.—Post and Telegraph Office near the Hôtel Métropole. London letters take about a day and a half.

Chemist.—On the Boulevard. English prescriptions made up.

Shops.—Ospedaletti boasts a grocer (called "English Stores"), stationer, butcher, tobacconist, etc., all between the station and the Casino. San Remo is, however, only ten minutes by train, and here the shops are very good.

Conveyances.—A few cabs to be hired. Tariff the same as at San Remo.

Guide Book.—Ospedaletti is included in the excellent *Europe Illustrée* series, published by Orell Füssli, Zurich, at 60 c. each, and in the "Guides Plan Lampugnani of the Riviera," published in the English, French, and German languages, at 1 fr. 50 c.

III.—SAN REMO.

SAN REMO, the principal winter station of the Riviera di Ponente, is sixteen miles from Mentone, and six from Bordighera. It has increased a good deal during the last few years, and at the last census had a population of over 17,000, which, in winter, is considerably increased.

San Remo and Bordighera, though somewhat similar in climate and temperature, and not far removed from each other, are very dissimilar in general character. San Remo is a gay and lively town (although it has no pretensions to the gaieties or dissipations of Cannes and Nice), while Bordighera is little more than a large village, and is a favourite haunt of overworked clergymen and seekers after health or rest, the only relief to the quiet and subdued tone of its visitors being afforded by a sprinkling of artists. San Remo is situated in a wide bay at the foot of an amphitheatre of low, wooded hills. The scenery is rather tame, and the visitor who has first stayed at Nice or Mentone misses the bold and varied scenery that he has left behind. When the low hills are climbed, the visitor will find many picturesque spots among the mountains behind the first tier of hills; but there is a great scarcity of paths, and any visitor not in robust health will have to fall back on a mule or donkey, if he wishes to see much of the surrounding country.

Society.—Though San Remo is smaller than Cannes, and has not the social attractions of Monte Carlo and

Nice, society, both English and foreign, is always well represented here. There is a considerable permanent resident English colony, and during the gay season, from Christmas to Lent, there are frequent balls, reunions, and concerts, as well as an excellent opera at the Teatro Principe Amadeo. A small but well-appointed English Club was established a few seasons ago, but owing to lack of support it has been closed. There is a new Sports Club recently started for lawn tennis, hockey, croquet, putting-green, archery, etc. For all information apply to Hon. Secretary, Villa Luigia Ponente. There are also fairly good golf links (nine holes) at Arma di Taggia, some five miles from San Remo.

San Remo is gaining in popularity with fashionable people, and is more of a pleasure resort than in former years, when its social characteristics more nearly resembled quiet and dignified Hyères than latter-day Cannes or Mentone. But San Remo has certain distinct features of Italian life, which, of course, are wanting in these popular and conventional residential towns.

The local authorities have shown considerable zeal and public spirit in spending large sums in an electric light installation, and now the streets, the hotels, and most of the villas are lit by electricity. Then a new water supply has been furnished to the town, and more attention paid to public sanitation.

Amusements.—San Remo, being a large town of some 22,000 inhabitants, is better off in this respect than the other watering places of the Italian Riviera. There is a theatre, with a very fair opera company during the season. The price of a box is 25 fr., in addition to 1 fr. for each occupant; charge for the season, 500 fr. The seats in the dress circle cost 4 fr. A band plays in the public gardens three times a week. The Carnival

festivities are interesting, and entered into with zest by a good many of the English visitors. At this period several balls are given at the hotels, and in the Circo Internazionale. This club is open to English visitors, and has good reading, smoking, and billiard rooms; the subscription is 12 fr. a month. Good boating and sailing can be had at a very moderate charge; the price per hour is 3 fr., and this sometimes includes the services of two men. A new and very fine Casino is in contemplation, which should prove a great attraction. Several new inland drives have been recently constructed. The walks are varied and beautiful, and during the spring especially, picnics are very popular. In short, amusements at San Remo are cheap and plentiful.

There is an interesting collection of pictures by some of the old masters at La Colla, a small village about two miles from San Remo. The collection which is kept in the Mairie (open from 9 a.m. to 12 a.m., and from 2.30 p.m. to 5 p.m.) includes paintings by Fra Bartolommeo, A. del Sarto, Paul Veronese, Salvator Rosa, and Guido Reni. The gem of the gallery is No. 57, a Holy Family, by Fra Bartolommeo. These pictures were collected at Florence by the Abbé Paolo Rambaldi, who died in 1864.

MEDICAL NOTES ON SAN REMO AND THE ITALIAN RIVIERA.

By A. J. Freeman, M.D., etc.

In complying with the request to write an article dealing briefly with the climatic, sanitary, and hygienic conditions of San Remo and the Italian Riviera for this work, my aim will be to touch on a few practical points more especially interesting to invalids, without attempting to give an exhaustive or scientific description, for which the reader is referred to the many standard

books on the subject, and more especially to that of the late Dr. Hassall.

The tide of humanity, as represented by the English and American element, tends eastwards along the Riviera, so that by the time the visitor has arrived at San Remo a fairly general idea of the characteristics of the climate has probably been attained. It may therefore be useful, and will, I trust, not be considered invidious to make a few observations comparing San Remo with other places on the coast. In my opinion, San Remo has many advantages over its rivals included in the much favoured belt of coast extending from the Esterel range at Cannes on the west, to, say, Alassio on the east. The drawbacks of the coast, of which there are not a few, in the form of high and irritating winds, dust, sudden alternations of temperature, over-dryness of air, difference between sun and shade temperature, overcrowding (and consequent insanitary conditions of life), and, last but not least, defective or impure water supplies, are certainly most of them modified, and some entirely absent at San Remo. To those well acquainted with the coast, this climatic difference is proverbial; and, season by season, one has the testimony of patients, sent from San Remo to Cannes, Nice, Mentone, and the more westward places for change of scene, to the marked difference they experience on their return, even on passing Ventimiglia. This difference is much more marked in the spring months than in winter. It is due mainly to the more luxuriant and extensive vegetation which commences here, and which, by preventing radiation, lessens the variation of temperature during the twenty-four hours, and modifies that too rapid change from extreme saturation to extreme dryness of the air which proves so injurious to many, and which is certainly less marked at the places east of Ventimiglia than at those on the west.

The hygienic advantages are in great measure due to the fact that San Remo is a much younger place than its sister health resorts, and that those in authority, profiting by the misfortunes of their neighbours, have exercised considerable vigilance and care in regard to sanitary matters. San Remo has, up to the present time, enjoyed an almost absolute immunity (as regards the visitors) from such diseases as typhoid, diphtheria, etc.

This statement is borne out by the experience of colleagues who have practised here since the place was first resorted to, notably by that of the late Dr. Daubeny, who, in the course of a practice extending over twenty years, never met with a case either of typhoid or diphtheria which had originated in San Remo. My own experience, covering a period of twenty-five years, entirely coincides in this respect with that of Dr. Daubeny. I attribute this immunity (1) to the isolation and other proper precautions adopted when cases of typhoid have been imported here from southern Italy, Marseilles, etc., (2) to the determination to postpone the introduction of a system of drainage until we can have an effective one, and (3) to the fact of our having obtained a most excellent and perfect water supply before the place was so over-built as to vitiate the previously existing supply, which, though obtained from many excellent springs, and fairly good in quality, was not enough to meet the requirements of the growing community.

In common with the whole western Riviera, San Remo possesses a moderately warm, dry, bracing and stimulating climate, in which invalids can on most days spend many hours in the open air, and so enjoy a large amount of sunshine—a matter of vital importance in all chronic diseases and debilitated states of the system. Even if the weather is unsettled (a not unfrequent occurrence) they can still live in a pure unvitiated atmosphere in the hotels and houses, as the cold is never so severe as to require a large amount of artificial heat, or to prevent the almost constant introduction of fresh air, which the construction of most of the houses well provides for. The perpetual living out of doors, so strenuously advocated by many physicians and by the laity for confirmed invalids, is an egregious mistake, and is constantly productive of relapses. This is conclusively shown by the fact that, both in my own experience and in that of Dr. Frank, of Cannes, and others, the more confirmed invalids have often done better during so-called bad seasons than good ones, chiefly because during bad weather they are less venturesome. Personally, I have had some striking instances where, from force of circumstances, patients have been confined to their rooms for weeks and even months together, and where the chest conditions have improved

in a marvellous manner. In order, however, to secure this result, great pains must be taken to ensure a good supply of fresh air. It is foolish to expect, as some people appear to do, that the climate alone will more than make up for altered and unsatisfactory conditions of life, *e.g.* the occupation of a single room in an hotel by a patient accustomed to a comfortable establishment at home.

It is almost essential for a decided invalid to have two rooms adjoining (and, as most patients have a friend with them, this should be easy enough to arrange), so that in bad weather one room can be ventilated through the other, with open window at night, and that by this means the restlessness and morning headache, so often simply caused by the fumes from the wood fires in a small room, can be avoided. This question of open windows at night is one to be decided for each individual case, though, unless there be a special susceptibility to cold on the part of the patient, there is, generally speaking, no reason against it, except in towns (where one may be exposed to sewage gas from below), and in malarial districts, under both of which conditions it may be very dangerous.

Of course, when strength permits, patients should be a great deal in the open air, but I am convinced that the extent to which this should be allowed, with a climate like that of the Riviera, should be regarded with great judgment, and that it is sometimes possible, in this as in other matters, to have "too much of a good thing." To those who do not leave their rooms early in the morning, I may say that it is perfectly safe and very desirable, provided extra bed-clothing be put on, to open the windows freely for a time, as soon as the sun is shining on them, and thus thoroughly to change the air. Invalids coming to San Remo must not expect to escape winter. It is a short and comparatively mild winter that we have, but the cold is felt for a time relatively almost as much as in England, more especially indoors, and warm, light, woollen winter clothing becomes absolutely necessary. The alternations of temperature, though, as shown by the thermometer, not great, are decided and sometimes sudden, and must be guarded against by the light overcoat or cape for men, and wraps for ladies. These precautions are quite necessary, even in the finest winter weather,

for protection against the cold winds which spring up unexpectedly, and against the shade temperature which one must encounter in any considerable walk. On very bright days the hour before sunset is most dangerous. In windy weather the atmosphere is often calm and still before eleven in the morning, when a walk may be taken without risk.

The winds of the Riviera, undoubtedly the most objectionable feature in the climate, are some of them, at any rate, modified at San Remo. This is notably the case in regard to the dreaded mistral (north-west wind), the scourge of Hyères and the bane of Cannes and Nice. It is a low-level wind, and is directed out to sea by the mountains east of Nice, where the coast protected by the last buttresses of the Alps begins to be more sheltered. But, in spite of this protection, it is certainly the worst wind we have to encounter, though perhaps an excellent scavenger. It is a wind of a peculiarly irritating character, especially to the nervous system, and great care should be exercised during its continuance.

The east wind is at times strong and trying, and is felt in full force at the west end of the town, the east bay being decidedly more sheltered. This wind, contrary to our English experience, is decidedly less injurious than the west. The sirocco (south-east) is a most enervating wind, but is fortunately a rare visitor, while from the north wind, which is the prevailing one in winter, complete protection is afforded by the hills.

San Remo is absolutely protected from the north and almost entirely from the north-east and north-west by a perfect amphitheatre of hills, the highest point of which, Monte Bignone, immediately behind the town, is over 4000 feet above the level of the sea. The descent from the summit to the two headlands, Cape Vero (800 feet) westwards, and Cape Verde (350 feet) eastwards (forming on the two sides the wings of the amphitheatre), is very gradual. In this protecting range there are no openings or gorges, with torrent beds forming channels for cold air (as at Mentone); at the same time its distance from the sea is so considerable, and the ascent to the summits of the hills so very gradual, that a large space is formed, allowing of free movement of air. This space is intersected by a series of seven hills forming spurs to Bignone, these spurs being thickly covered

by olive trees, while the ridge itself and Bignone are covered by fir trees. We have thus complete protection without being shut in, and the fresh north air, which sets in towards evening, is modified by the extensive vegetation on the mountain sides. Behind this amphitheatre the snow-clad Maritime Alps form another and still greater barrier.

The picturesque *old* town ascends from the sea in a pyramidal shape, directly in the centre of this amphitheatre, and the wide bay thus formed is divided into the west and east bays by the town, and by a small promontory, ending in the Molo or Pier forming the port.

The west bay is unquestionably drier, fresher, and more bracing and stimulating, and has always been popular amongst the English community; while the east bay is warmer, moister, and more protected and sedative, and is therefore far more suitable to certain conditions of disease and temperament, though the prejudices and gregariousness of mankind make it difficult to convince people on this point.

I will now quote a short and necessarily unprejudiced description of this climate from a recent paper by Dr. Bagshawe, of St. Leonards, who, before he commenced practice in the English health resort, where he has since won for himself so high a reputation, spent several winters on the Riviera in the capacity of an invalid.

"The average winter and spring temperature exceeds by about 10° that of our own country. In common with Alpine climates the chief features are the dryness and the sunnyness and the exhilarating character of the air, but with much greater warmth. The chief advantage to be derived is that invalids can, during the winter months, spend infinitely more time in the open air than they can in any northern climate. It is not alone to its southern latitude and to the direct influence of sunlight that the Riviera owes its warmth. Placed with a full southern exposure it is washed by the Mediterranean, whose waters are estimated to have a mean excess of 9° over that of our northern shores. Along the Riviera protection is obtained from the cold northern winds which prevail during the winter, from their passing over the lofty chain of the Maritime Alps, precipitating, in so doing, most of their moisture in the form of snow, and only striking the

sea at a distance of many miles. In the finest winter weather these dry and cool northern airs prevail invariably at night, while southerly breezes occupy the day-time. It is to the former mainly that the bracing character on which the great reputation of the climate rests, depends.

"While therefore the Riviera enjoys great advantages from a southern exposure and from the influence of a warm inland sea, it partakes largely of the character of the climate of northern Europe (in this way being more natural to northern constitutions), standing in direct contrast with insular and more southern climates, such as Madeira, the Canaries, Algiers, and our own. It is especially in lung affections that the stations in the Riviera have won their great repute, and their claims hold good, partly on account of the lessened liability to the recurrence of catarrhal conditions, but chiefly perhaps owing to the improvement in the general nutrition and condition produced by the pure stimulating air and improved digestive functions. In those cases then which are thus liable to irritation of the mucous tract of the lungs, etc., under the application of the stimulus of cold and damp, and in those where the circulation is feeble, and localised congestions are readily set up, the climate of the Riviera is indicated. Cases come constantly under observation in which the return of the autumn cold and damp brings fresh irritation to diseased portions of the lungs which have been quiet during the warmer months; and in these, removal to the Riviera has been the means of arresting further damage. Great constitutional nervous irritability is alone a reason against sending patients to these climates, and where irritative fever is present as the result of lung or other disease, in whatever stage, no great remedial influence is to be expected, indeed in some cases the condition is unquestionably aggravated. As soon as this ceases, however, a change south may be beneficial."

There is not space to enumerate all the diseases, other than lung and bronchial affections, for which the climate of San Remo is indicated. Its acknowledged superiority in throat affections may be gathered from the fact of its having been chosen as the residence of the late lamented Emperor Frederick, and I know the experience of some leading physicians on the Riviera confirms this. Morbid throat conditions, whether tuberculous or

otherwise, for the most part do very well here, but only in direct proportion to the care taken in avoidance of the cold winds and to the suitability of the treatment.

I believe the climate in some way exercises a direct and positive beneficial effect in rheumatism, of its benefits in which disease I have known many striking instances.

Its influence upon asthma is as capricious and inexplicable as that of all other climates, but my experience is on the whole decidedly favourable. One of the worst cases of this malady that I ever saw was at once and completely relieved by the removal of the sufferer from the west to the east end of the town. But in asthma the choice of locality *can* be but experimental, as indeed climatic treatment generally must always be, to a very great extent.

The general characters of the climate show that it is suited to many other diseases, such as diabetes, Bright's disease, etc.; and that the Riviera is contra-indicated in highly nervous and excitable conditions, in marked hysterical cases, and in simple severe neuralgia (not rheumatic)—though in these complaints I am sure the climate of San Remo (and of Hyères up to early spring) give a much better chance to the patient than the other places on this coast.

Where there is a tendency to cerebral congestion, and in some forms of heart disease, the coast is better avoided.

Except under unusual atmospheric conditions people seldom complain of sleeplessness at San Remo, and I have repeatedly seen patients relieved of this great trouble who had suffered much at Cannes, Nice, and even at Mentone.

The choice of locality in settling at San Remo is a most important point; the selection of the west or east bay, and the much vexed questions of proximity to or distance from the sea (materially modified by the amount of intervening vegetation), high or low ground, nature of the soil, etc., must be settled according to the idiosyncrasies of each individual case. No prudent person coming for health to a new and decided climate will hesitate to consult a local authority on such matters, and obtain at least general directions as to management.

Many patients coming to the Riviera have been told by their medical advisers at home not only to live in the open air, but to

take no medicines, and even avoid doctors. This might be reasonable if they had been treated at home on the same principles. I am certainly of opinion that all ordinary medicines, tonics, etc., should be discontinued on the first arrival of a patient in any new climate, and I am, under these circumstances, in the habit of enjoining rest and the scrupulous avoidance of undue fatigue. This is essential in order that a patient may make a fair start under the new conditions and obtain a correct idea of the influence of the climate. Gradual adaptation to the climate is most important, and people, whether in health or disease, who import their insular habits, taking the same amount of stimulant, meat, etc., as they have been accustomed to at home, cannot be surprised if they come to grief. One great advantage in the treatment of disease here is that patients, as a rule, do not require half the amount of stimulant that they do in more northern latitudes.

A fruitful source of income to the local doctors is the tendency, on the part of the new comer, to a somewhat free indulgence in the imperfectly made wines of the country.

People taking houses should insist upon seeing that the cesspits and drinking-water cisterns have been thoroughly cleansed. When they have done this, they may put aside all fear of contracting those diseases the prevalence of which has, owing to gross carelessness, obtained for some places on the Riviera, in former years, an unenviable reputation.

The time of the arrival and departure of an invalid is a matter of much importance. I am in the habit of recommending people not to come out to San Remo until heavy rain has fallen, which generally happens by the middle of October. Before rain has fallen, the dryness and dust are often very trying, and mosquitoes and flies are apt to be troublesome. One of the crying errors committed by invalids is to join the general public in the stampede that takes place immediately after Easter, quite regardless of the time when Easter may fall. A certain limited number of cases are better sent away quite early, even in April, either to an intermediate station, or, more generally, to the south of England; but the vast majority of patients should remain until the beginning or middle of May, not necessarily in the one place, but somewhere on the coast. After the first few

days of hot weather, which occur generally in April, the temperature is as a rule delightful, and an out-door life not only becomes permissible, but is likely to be followed by positive improvement. In serious lung-conditions, indeed, this period and the summer months are the only time when it is reasonable to expect great improvement, the winter months being recognised as a season of danger to be tided over.

The proximity of other places, which patients can try if one does not quite suit, or if change of scene is desirable, gives to the health resorts on the Riviera a great advantage over those which are more isolated, and from which patients cannot be removed without involving fatigue in travelling. Nevertheless, the towns on the Riviera differ so widely, that those patients do best who can settle down quietly in one place. This is so well established a fact that it has become an axiom, that if one place is suiting well, it is unwise to try another.

No two seasons are alike. If this were remembered, much of the grumbling against the climate, with which one has to contend, might be prevented. That the Riviera possesses a remarkably attractive climate, and that no other equally accessible health resort can take its place, are shown by the increasing crowds who flock to it; no perceptible difference having been caused even by the disastrous earthquake of a few years ago.

If the average of the weather is taken throughout the season, and compared with that of other places, San Remo will come well out of the comparison; and when it is remembered that, within a journey of little more than thirty hours from our English shores, the following advantages can be obtained, it is no wonder that the place maintains its popularity:—

A short and comparatively mild winter, with a bright, clear, exhilarating atmosphere, during a very fair proportion of the worst winter months, and no fog or mist.

An average of between seven and eight hours of sunshine on 162 days out of the 181 days of the season.

A small rainfall, the mean number of days on which rain falls (sometimes very little in quantity) during the season being thirty.

A mean variation of day shade temperature of only 5·8° Fahr.,

and a mean relative humidity as low as 66·7 during the time that invalids would be out of doors.

As against these advantages must be set the many windy days which occur in some seasons, the occasional sudden alternations of temperature, which are very trying, and which give a certain treachcrous character to the climate, *necessitating even greater precautions* than are necessary at home; and the spells of two or three consecutive rainy days which occur, but which the reasonable invalid can tolerate, bearing in mind the certainty of bright sunshine to follow.

The above statistics (from Dr. Hassall's work), though taken at San Remo, would apply more or less to other places on the Riviera.

The special advantages which I claim for San Remo at the present time are the following:—

(1) An exceptionally good and pure water supply, now laid on to all the hotels and better houses. This admirable work was most energetically carried out a few years since by Messrs. Marsaglia. The sources are at Argallo, beyond Bardalucca, 26 kilomètres from San Remo, and consist of a great number of springs from the rock, 700 mètres above sea-level. These are all covered in, and the water is brought in iron and cement pipes to the three large reservoirs (also covered), which store it for the town. At every 500 mètres of the piping is a cistern one square mètre deeper than the pipes, to allow of the deposits of gravel, etc. The town takes as much as 1000 to 3000 mètres of the water daily, there being thirty fountains in constant function. There is therefore an ample supply for flushing, etc., and every possible precaution has been taken against accidental contamination.

(2) The absence of imperfect systems of drainage, and consequent immunity from typhoid, etc. Well-ventilated cesspits, earth-closets, and the primitive modification of these (undoubtedly the most sanitary arrangement for the country) in vogue amongst the natives, have proved far safer than any drainage that could hitherto have been accomplished.

Now, with the largely increased water supply, some immediate provision must be made for the overflow of the great hotels and new houses, which, though probably harmless, is already a

source of annoyance, the town having permitted some of the pipes to have their outlet almost on the beach, so producing at times the most objectionable odours. All this, however, can and will be easily rectified, and two good systems for the disposal of sewage are at the present moment before the Town Council.

(3) Certain well-marked climatic modifications and advantages, due to extra vegetation, difference in soil, and geographical position, making the climate somewhat more equable, and presenting that desiccation of the air which, in many cases of throat, lung, and nervous disorders, is so much complained of in some other places on the coast.

VARESE, *October* 1898.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels and Pensions.—Hotel accommodation is very good. The hotels mostly visited by English people are the following first-class houses, on the west side, which is more elevated :—

Royal (R.* 3 to 8 fr. ; B. 1 fr. 50 c. ; L. 3 fr. 50 c. ; D. 5 fr. ; A. 1 fr. ; Lts. 50 c. ; P. from 11 to 18 fr. Large garden), Savoy, des Anglais, Eden, Londres, and West End. All these hotels are in a cluster on a slope of the hill fronting the sea. They are lit by electricity, furnished with lifts, and have large gardens. Charge from 10 or 11 fr. a day. Nearer the sea is the Hôtel Continental Palace, formerly Iles Britanniques (Acc. 150 ; P. from 10 fr. Lift. E. L. C.), with large garden and two tennis courts. On the Via Berigo is the comparatively new Hôtel Savoy (1900), very popular with English visitors (Acc. 150 ; B. 1 fr. 50 c. ; L. 4 fr. ; D. 6 fr. ; A. 1 fr. ; Lts. 1 fr. ; R. from 5 fr. ; P. from 14 fr. 50 c. Lift. E. L. C.). Till 1894 the Grand Hôtel Bellevue (see below) was situated on the west side. But in this year the building was pulled down, and the hotel has been rebuilt on a magnificent scale on a commanding site east of the town, its grounds adjoining those of the historic Villa Zirio, the last home of the Emperor Frederick. P. from 12 fr. Extensive grounds.

Of the cheaper hotels in this quarter, the following are good :— Hôtel de la Reine (9 fr.), Hôtel Paradis (the Villa Flora

* For abbreviations see list following Table of Contents.

Pension is now in private hands), and, high up on the Berigo Road, the Pension Belvedere (comfortable). P. from 8 or 9 fr.

There is a Pension (Morandi) on an elevated site in the Strada Berigo, under English management, where the terms are reasonable, from 8 fr., with south room. Open from October to May.

Of late years the hotels situated east of the town have been growing in favour with English visitors, and there are three high-class hotels, the Bellevue (see above), Victoria, and Mediterranée. A feature of the Bellevue is its healthy and beautiful site and its extensive grounds. (R. 2 to 8 fr. ; B. 1 fr. 50 c. ; L. 3 fr. 50 c. ; D. 5 fr. ; Lts. 50 c. ; P. from 12 fr. ; Acc. 100.) The hotel is much frequented by English travellers, and is considered a comfortable as well as luxurious—by no means convertible terms abroad—house. The Hôtels Victoria and Mediterranée are also pleasantly situated, but on lower level, and have large gardens. The Victoria is one of the most fashionable in San Remo, and the charges are not unreasonable. The Mediterranée is between the Villa Zirio (which is on higher ground) and the shore. These three hotels are furnished with lifts and electric light. P. at the two latter from 11 fr.

On the Corso Garibaldi is the Grand Hôtel de Nice, 10 fr. to 14 fr. The hotels in the town itself which can be recommended are the Europe et de la Paix and Cosmopolitan (near the station).

The Hôtel Europe has earned a good reputation for its cuisine. (R. 3 to 5 fr. ; B. 1 fr. 50 c. ; L. 3 fr. ; D. 4 fr. 50 c. ; A. 75 c. ; P. 8 to 12 fr. ; Acc. 80. Lift. E. L.)

The Hôtel Cosmopolitan, close to the station, was built in 1897. It is a well appointed but small house, and has lift, electric light, and is beginning to be frequented by English visitors. (R. 3 to 8 fr. ; B. 1 fr. 25 c. ; L. 3 fr. ; D. 4 fr. P. 7 to 12 fr. ; Acc. 36.)

Messrs. Cook's hotel coupons are accepted at Savoy, Nice, Continental Palace, Victoria, and Europe et de la Paix.

Villas and Apartments.—There are a good many furnished villas to be let for the season, the prices varying from £80 to £400 ; the houses are generally let from October 15th to May 15th. There are not many at a lower rent than £100, unless very near the shore. The villas are not so large as those at Cannes or

Nice, as it has been found that the demand is greater for small villas, at rents from £100 to £200. The drainage, as a rule, is good. The cesspool system is universal, and in the Riviera this method of draining is thought healthier than sewers. In renting villas it is well to remember that all external repairs are made good by landlords, but the tenant is expected to pay for internal repairs. Furnished apartments are scarce, and 40 fr. a month is the usual charge for one room, or 75 fr. for two. The water in the hotels and villas is good and pure, but that of the wells in the country is not always safe, and should be filtered and boiled. The new water supply is now, however, generally laid on to all new houses in San Remo and its suburbs.

Church Services.—St. John Baptist's, Via Carli. Hours, 11 and 3. Chaplain, Rev. C. H. Pelly, M.A.—All Saints', Corso dell' Imperatrice. Hours, 8, 11, 3, and 8 o'clock. H.C. 8 a.m. every Sunday. All sittings free. Chaplain, Rev. C. Daniel.—Scotch Church. Minister, Rev. J. G. Cunningham.

English Vice-Consul.—Meysey Turton, Esq., 15, Via Vittorio Emanuele. Hours, 10 to 12.30. U.S. Consular Agent, Chevalier Ameglio, Via Umberto.

English Doctors.—Dr. M. G. Foster, Villa San Giovanni; Dr. A. J. Freeman, Villa delle Palme (during spring and autumn at Varese); Dr. Hort, Villa Primavera; Dr. Crichton Miller, 18, Via Vittorio Emanuele; Dr. Blaikie Smith, Villa Victoria.

English Nurses' Institute.—Recently established with a good staff of English nurses by Miss Bryant. Application to be made to the Lady Superintendent, Villa Sunnybank.

English Home for Invalid Ladies.—Villa Emily. "The terms at this deserving institution, inclusive, I believe, even of doctors' visits, is only 25 fr. weekly, an absolutely nominal sum. The house is most liberally conducted, and there is a delightful garden. Naturally, only proper credentials and reasons for the necessity of sojourning on the Riviera will secure admission."—*The Queen.* For particulars apply to Messrs. Barnetts & Co., bankers, 67, Lombard St., E.C.

Anglo-American Dentist.—Dr. Powers, Corso Imperatrice.

English Chemist.—Mr. F. R. Squire, 17, Via Vittorio Emanuele.

Postal Arrangements.—An English mail arrives and departs twice a day, *viâ* Marseilles or *viâ* Turin. The rates for telegrams are: To England, 26 centimes per word; to France, 1½*d.* a word, plus 10*d.*; to any part of Italy, 10*d.* for fifteen words. Parcels under 3 lb., 1*s.* 6*d.* Post and Telegraph Office in Via Roma. Hours, 8 to 5.30, and 7 to 8 p.m. Telegrams, 8 a.m. to 9 p.m.

Banks.—Messrs. Asquasciati Frères; Agence Congreve, Via Vittorio Emanuele.

Baths.—Stabilimento di Bagni, Via Privata.

Cafés.—Européen (concerts in the evening); Menotti, Via Vittorio Emanuele; Moka, Via Umberto

Restaurants.—Européen; Roma, Via Roma. Restaurants also at the Hôtel du Commerce and other hotels *en ville*. Good but expensive restaurant at the Royal.

Conveyances.—Cabs: The course, 1 fr. by day; after gas lamps are lit, 1 fr. 50 c. By the hour, 2 fr.; night, 3 fr.

Drives (there and back).—To Poggio, 7 fr.; Madonna de la Garde, 7 fr.; Coldirode (formerly called La Colla), 8 fr.; Taggia, 8 fr.; Ospedaletti, 5 fr.; Ceriana, 14 fr.; Bordighera, 8 fr.; Dolce Acqua, 15 fr.; Ventimille, 14 fr.

A carriage and pair can be hired for about £20 a month, or £14 with one horse.

Mules and Donkeys.—Taggia, 4 fr.; Ceriana, 5 fr.; San Romolo, 6 fr.; Monte Bignone, 8 fr.

Trams and Omnibuses.—Taggia, 50 c.; Ceriana, 1 fr.; Ospedaletti, 30 c.; Bordighera, 60 c.; Dolce Acqua, 1 fr. 50 c.

Tourists' Agencies.—Messrs. Thos. Cook & Son, Via Vittorio Emanuele; Agence Congreve, 15, Via Vittorio Emanuele; International Sleeping Car Agency, Via Vittorio Emanuele.

House Agents.—Agence Congreve, and Mr. H. M. Heywood, both in Via Vittorio Emanuele.

Forwarding Agents. — Agence Congreve, Via Vittorio Emanuele (Agents for Geo. W. W. Wheatley & Co.).

Library.—An excellent book club has been started at San Remo. Open daily from 10.30 to noon. There is also a very fair circulating library at Gandolfo's, the principal bookseller and stationer.

Living Expenses.—About the same as at popular English

watering places; but provisions, and especially fruit, are very cheap and plentiful. San Remo used to be considered a cheaper residence than any of the popular watering places of the French Riviera, but it is doubtful if housekeeping here is cheaper than at Nice.

Shops:—

Bookseller.—Gandolfo, 21, Via Vittorio Emanuele. Good circulating library.

Confectioner.—Andry & Co., 21, Via Vittorio Emanuele.

Grocers—Messrs. Steiner & Saluzzi, Via Vittorio Emanuele.

Hairdressers.—Rovere, Via Umberto; Musso, 30, Via Vittorio Emanuele.

Hatters.—Torti, Piazza del Mercato; De Mata, Via Vittorio Emanuele.

Milliners.—Louise, 16, and Blanc, 10, Via Vittorio Emanuele.

Photographer.—Scotto, Via Vittorio Emanuele.

Tailor.—Cremieux, 19, Via Vittorio Emanuele.

Tea Rooms.—Eckenberg, Corso dell' Imperatrice, opposite the Public Gardens.

Tobacconists.—Battaglia, 1, Via Feraldi; Dulbecco, 7, Via Vittorio Emanuele.

Wine Merchants.—Agence Congreve, and Benecke & Heywood, both in Via Vittorio Emanuele.

Money.—See FLORENCE, under this heading.

Newspaper.—L'Indicateur de San Remo. Weekly. There is also a weekly *Visitors' List* published on Tuesdays, 25 c., which contains a large amount of useful information for visitors. Office, Via Georgio Pallavicini.

Guide Books.—Invalids will find a great deal of information of special interest in Dr. A. H. Hassall's "San Remo Climatically and Medically Considered" and "San Remo and the Western Riviera." There is a small guide book to San Remo, written by Mr. John Congreve, an old resident, which contains a good deal of practical and useful information; the title is "The Visitor's Guide to San Remo," and it can be obtained at the Agence Congreve, Via Vittorio Emanuele, or at any of the booksellers' in the town.

IV.—ALASSIO.

ALASSIO is twenty-eight miles east of San Remo, and fifty-six west of Genoa, and is gradually coming into favour as a health resort. It is situated in a charming little bay having a south-eastern aspect, well protected between the two promontories—Capo delle Mele on the west, and Capo di Santa Croce on the east. It is also well sheltered by encircling hills to the north, at no great distance from the shore. It must be admitted that Alassio is not quite so well sheltered from the winds as Mentone, or even Monte Carlo, as it is more open to the north-east winds, and the hills to the north not being so high, the tramontana (north wind) reaches a portion of the district close to the shore.

The coast scenery, which after passing San Remo is of diminishing interest, and comparatively tame, here becomes very beautiful again. The hills behind the town are covered with vegetation, and dotted about with groves of olives. In the immediate neighbourhood are many sheltered nooks for villas, as well as numerous picturesque walks and drives. To the late Dean Alford must be given the credit of first calling attention to the merits of this sheltered spot as an invalid resort.

A writer in one of the English magazines admirably hits off the characteristic features of this charming little place :—

"It would be difficult to imagine any place more lovely in spring than Alassio. The sombre hue of the olive is broken by patches of bright green where oak and acacia and chestnut trees

are bursting into leaf. Roses everywhere with the lavish wealth of Italy—a cascade of roses over terraces, walls, balustrades, and trees—one glorious mass of bloom. Each villa garden has its own characteristic; no two are alike. Below, stretching away to the horizon, is the bluest of seas flashing and gleaming in the sunlight. Along the shore lies the picturesque Italian town, with domed church and Romanesque campanile. The charm of Alassio lies not only in its beauty of situation and foliage, but in the variety of its interest. Stroll along the sands, and you find picturesque 'bits' at every turn. The houses, some with fading fresco pictures on their walls, the women in bright-coloured clothing, the men with caps of Phrygian red, the deserted old bastion forts, and, farther along beyond the orange groves, the fishing town of Laigueglia, grey and quaint and old. Towards the end of April you will see boats plying to and from steamers in the bay, which have called to take off the youth of the mountain villages for several months' tunny fishing on the Sardinian coast.

"The little colony of foreign residents is a hospitable one. Their villas are built in a variety of styles. One is in part an Italian villa, in part a comfortable English house. Another is picturesquely formed out of an old olive mill and adjacent house, the stream of water being diverted so as to flow through various grottos in the garden to the mountain torrent below."

In spite of all the scenic and other attractions of Alassio, and in spite also of the assiduous booming it once obtained, as a winter resort it has rather failed to realise the expectations of its promoters, and it has not "caught on" with English *hivernants.*

Matters in this respect seem, however, to be improving, and facilities and conveniences for invalid winter residents are now more plentiful.

Amusements.—Though Alassio is a quiet and retired little watering place, it does not lack amusements.

During the spring and autumn good bathing can be obtained, as the shore shelves away very gently, and is formed of fine smooth sand. An important sea bathing

resort in the summer, much frequented by Italian families. A lawn tennis club has recently been started. Subscriptions for the season, 20 fr.; for one month, 10 fr.; week, 5 fr.; day, 2 fr. The courts are near the church. A band plays every Thursday in the English Garden, near the church, from 2 to 4 p.m. Tea gardens (Miss Manton) here.

Objects of Interest.—In the neighbourhood are the three interesting villas: Rathbone, Garibaldi, and Napier. The Villa Garibaldi has peculiar interest to English visitors, as General Garibaldi lived here during the last few months of his life. There is another house of some historic interest—the Palazzo Rosso, where Napoleon I. once slept when, as General Buonaparte, he was marching against the Austrians. So many houses in the south of France and Italy have been immortalised by being used as resting-places by the great Emperor in his numerous campaigns, that the matter-of-fact tourist is often a little incredulous. There is some excuse for this sceptical attitude when it is remembered that in England there is hardly a manor house of any note which does not possess a bedchamber in which, on the unimpeachable authority of the local cicerone or housekeeper, Her Gracious Majesty Queen Elizabeth slept on one of her—apparently perennial—royal progresses.

There is a picture gallery in the Palazzo, in which are paintings by Vandyke, Caracci, Batoni, Greghetti, and other painters not so well known.

ALASSIO AS AN INVALID STATION.

By Michael G. Foster, M.A., M.B. Cantab.

Alassio is well protected by the hills from the north and the north-west—in fact, the mistral may be said never to blow there. On the other hand, owing to its exposed condition towards the east, a strong easterly wind is far from uncommon, and, blowing as it does in mid-winter from off the snow of the Apennines, this wind may be exceedingly cold. The following figures form the mean of six years' (1883—1889) observations taken at Alassio during the winter months.

	Mean temp.	Number of degs. rain fell.	Average rainfall.
	deg. Fahr.		deg. Milms.
October . . .	61·9	7	93·1
November . .	54·3	8·6	163·7
December . .	49·7	5·6	43·3
January . . .	47·3	4·3	60
February . . .	48·2	4·8	70·9
March	52·3	6·6	50·7
April	56·4	10·8	111·9
May	64·3	5	46·4

Fog has been recorded on fourteen days during these six winters, 1883—1889.

The mean temperature of the three winter months is 48·4.

From these tables it will be seen that Alassio possesses a dry, bracing and temperate climate, coupled with an almost complete absence of fog, a relatively small number of rainy days, and a large average number of hours of daily sunshine. A climate such as this possesses properties of considerable value in the treatment of disease.

The special complaint in which the climate of the Riviera is considered to exercise a beneficial influence is consumption in its various forms. Although latterly so many more invalids have been sent to the Alps and to the Canary Islands, and have

thus taken away many cases from the Riviera, yet there are certain classes of patients that do better on the Riviera than elsewhere. The class of cases for which the climate of Alassio is best suited are those with limited disease and feeble circulation; and those suffering from overwork often find the warmer air of the Riviera suits them better than the tonic air of the higher Alps. Cases, which have recurring attacks of hæmorrhage, form a prominent feature, and generally do well at Alassio.

No one, however, should go there unless he can be certain of being able to obtain all the comforts which are so supremely important in this disease. Above all is this caution necessary in advanced cases; such cases often improve a great deal at Alassio.

The influence of the climate of Alassio on chronic rheumatism varies with the different cases: some persons are entirely free from any symptoms, while other patients, again, do not seem to gain any benefit at all from the climate. Gout is usually benefited, as are its milder manifestations. Owing to its fine sandy beach, Alassio forms a very admirable winter resort for strumous or weakly children. For the same reason it forms a very excellent resort for sufferers from nervous diseases. In partial paralysis, the sufferers are enabled to spend a large proportion of their time by the sea, and to take what little exercise they are capable of upon a level surface. Patients showing any marked tendency to hysteria or melancholia should, however, on no account be sent there, as the almost invariable tendency of the climate is to aggravate those complaints. That large and common class of ailments, known as nervous breakdown, frequently receive very great benefit from a prolonged stay there. Caution, however, should be exercised in sending any case in which sleeplessness forms a prominent symptom, as but little benefit is likely to be obtained in such cases. In diseases of the heart a great alleviation of symptoms may be reckoned on in consequence of a winter spent at Alassio. Not only does the open-air life improve the general nutrition, but also those great dangers bronchitis and broncho-pneumonia may be warded off.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—Formerly the hotel accommodation of Alassio was decidedly inferior compared with that at other Riviera resorts. Matters in this respect have, however, much improved of late years. Alassio can now boast of at least two first-class hotels and a good English private hotel, or hotel-pension—for the terms seem interchangeable.

The principal hotel is the Grand, built on an open and healthy situation on the beach, near the station. (Acc. 60; B. 1 fr. 50 c.; L. 3 fr.; D. 4 fr.; A. 1 fr.; Lts. 50 c.; R. from 3 fr.; P. from 7 fr.; C.; large garden). A new house, popular with English tourists, is the Hôtel Salisbury, under English proprietorship and management. Fine situation above the town. (Acc. 40; B. 1 fr. 50 c.; L. 3 fr. 50 c.; D. 5 fr.; R. from 3 fr.; P. from 9 fr.; E. L.; Lift; C.). The Hôtel de la Mediterranée (formerly du Midi) is a fairly comfortable house, but its situation is not quite so convenient nor so healthy, as it is surrounded by houses and is some distance from the station. Hôtel Suisse, opposite the station. Comfortable, well-managed, and the prices are moderate. P. from 6 fr. The two latter hotels are open all the year. Hôtel Bellevue. Good and reasonable, with English *clientèle*. (P. from 7 fr.). Savoy Hôtel (new). Hôtel Concordia. Centrally situated; cheap. The Hôtels Londres and Rome no longer exist. A small new hotel, the Victoria, built close to the shore, was opened in 1897.

There is now a good private pension, the Val d'Olivo, which is up-to-date in its appointments, and has a high-class English *clientèle*. The situation is good and healthy, on the hillside some 200 ft. above sea-level. (Acc. 25; P. 8 to 12 fr.; E. L. throughout.) Such a pension was much needed, and in this connection I may quote my remarks in the last edition: "There is an excellent opening here for a good *Pension* under English management, which should be built, not on the shore, but in a sheltered spot among the wooded hills at the back of Alassio and within easy walking distance of the town."

Church Services.—The church is close to the station. Hours:

10.30 a.m. and 3 p.m. Chaplain, Rev. F. C. Littler, M.A., the Parsonage. A circulating library is connected with the church. Subscription for the season, 10 fr. ; three months, 7 fr.

Doctors.—Dr. Boon, Villa Caterina, Dr. Names (speaks English).

Chemist.—Pharmacie Gentile (English Assistant).

English Circulating Library.—Subs. (2 books) season 16 fr. ; month 4 fr. 50 c. ; week 1 fr. 50 c.

Postal Arrangements.—Post and Telegraph office in the Piazza della Posta. Hours, 9 to 12 a.m., and 2 to 7 p.m.

Banker and House Agent.—Mr. Walter Congreve, 3, Piazza della Posta. Banking hours, 10 to 12 a.m., Mondays, Wednesdays, and Fridays. Mr. Congreve also supplies wines and English stores.

Living Expenses.—Though prices have risen the last few years, Alassio is a fairly cheap place of residence, especially for those who speak Italian. Servants are more easily procured here than at Nice or Cannes, and will accept more moderate wages.

PART III.

THE LEVANTINE RIVIERA AND FLORENCE.

I.—THE LEVANTINE RIVIERA.

GENOA is not, and probably never will be, a winter resort, and it is therefore outside the scope of this work. As, however, most travellers who have never visited the City of Palaces will naturally desire to break their journey southwards to Florence, Rome, Naples, or Egypt for two or three days, to inspect the architectural and artistic treasures of Genova la Superba, some notes on its hotel accommodation may possibly be found of service.

The large first-class hotels, such as the fashionable and old-established Isotta and the exceedingly up-to-date Savoy, are good but decidedly expensive houses. Besides, as a large proportion of tourists spend only two or three days in the hotel, pension terms are not usual. But the other first-class houses, the Londres, Gênes, Continental and Eden Palace, are fairly moderate in their charges.

The old-established Hôtel de Londres has the advantage—a consideration for sightseers—of a very central situation opposite the station, and is popular with English tourists. P. from 10 fr.; Lift; E. L.; C.

The Hôtel de Gênes is in front of the Carlo Felice Theatre, and bears a good reputation. B. 1 fr. 50 c.;

L. 3 fr. 50 c.; D. 5 fr.; R. from 4 fr. 50 c.; P. from 12 fr.; Lift; E. L.

The Hôtel Continental is conveniently situated for the principal show palaces and galleries. Acc. 100; B. 1 fr. 50 c.; L. 3 fr.; D. 5 fr.; R. 4 to 7 fr.; P. from 10 fr.; Lift; E. L.

The Eden Palace is very well spoken of, and has a beautiful situation close to the famous Acquasola gardens.

Of the smaller and less pretentious hotels, the Hôtel Pension Smith, Hôtel de la Ville, Bristol, and Milan, are the best. The well-known Hôtel Smith has a high reputation, and is the only hotel in Genoa managed as well as owned by an English proprietor. Acc. 60; B. 1 fr. 25 c.; L. 2 fr. 50 c.; D. 3 fr. 50 c.; R. 3 to 4 fr.; P. from 8 fr.; Lift; E. L.; C. The Hôtel de la Ville faces the port, and is much liked by English visitors.

The Hôtel Bristol is a newer house, with moderate charges. The Hôtel Milan is another comparatively new house. B. 1 fr. 50 c.; L. 3 fr.; D. 4 fr.; R. from 3 fr.; P. from 8 fr.; Lift; E. L.; C.

Of really good restaurants there is a great lack, the only first-class one being the Concordia in Via Garibaldi. The Giardino d' Italia is a pleasant evening resort in warm weather, and the Bavaria is a first-class café at the top of the Via XX Septembre.

During the warmer months there are some fairly good restaurants open at the Righi, to which access may now be had by a funicular railway, and the lower end of which is in the Piazza della Lecca. From the top, most beautiful views may be had in every direction, and it is fairly cool there in the evening, even in the hottest part of the summer.

The region conveniently termed the Levantine Riviera, in contradistinction to the Italian Riviera, is that charming

and comparatively unknown stretch of sunny coast between Genoa and Viareggio.

The winter climate of the Levantine Riviera is warm, sunny, and very equable, but less stimulating than that of the Western Riviera—in fact, some visitors complain of its relaxing tendency. But it must be admitted that there is certainly more rain along this coast, especially towards Viareggio. Has not Pisa earned the unflattering sobriquet, "*Il Pozzo dell' Italia*"?

As regards temperature, the average of the warmest spot on the Levantine Riviera is about a degree lower than that of the corresponding resort of the French Riviera. As a rough indication of the comparative rainfall of the Levantine Riviera, it may be mentioned that the number of rainy days in the year on the French Riviera varies from thirty to forty, while forty to fifty rainy days must be expected along the littoral from Genoa to Pisa.

Again, the scenery differs. Instead of a background of rocky precipices which make the warmest stations of the south of France—Beaulieu, Monte Carlo, and Mentone, for instance—perfect sun-traps, the rocky face absorbing the heat and acting like a gigantic espalier wall to the towns it screens, the hills here are generally thickly wooded and covered with luxuriant vegetation.

Consequently there is sufficient protection from the tramontana—the counterpart of the mistral of the French Riviera—without that perpetual dazzling glare which many visitors to Monte Carlo or Nice find so irritating.

The winter resorts of this Eastern Riviera may be conveniently divided into two groups :—(1) The Genoese resorts—Pegli, Sestri Ponente, Quinto, and Nervi; and (2) the Spezian resorts—Santa Margherita, Rapallo, Portofino, Sestri Levante, Levanto and Spezia.

Spezia itself stands rather apart, both topographically and socially, being primarily an important naval arsenal,

though of late its value as a winter station for invalids has been much appreciated by medical men, especially as a climatic change after Florence.

The resorts in the first group are rather suburban in character, expensive, very much modernised, and chiefly frequented by German visitors. So marked indeed is the Teutonic immigration that English visitors are not likely to affect these resorts in any considerable numbers. Indeed, the Teutonic influence obtrudes itself unpleasantly at the hotel table d'hôtes, sausages and an Italian variant of sauerkraut being staple dishes, while your next neighbour is pretty certain to be a fat man in spectacles, with his tucked-in serviette where his neck ought to be, and a foaming beaker of lager beer at his elbow.

Even in the Spezian wintering places Germans predominate among the visitors. As some indication of this, it may be mentioned that the notices to trespassers in the neighbourhood of Rapallo are printed in German, and the Portofino peninsula, one of the most beautiful in North Italy, is now disfigured with obtrusive placards, bearing the repellent inscription, "*Eingang Verboten.*"

The Genoese resorts, chiefly frequented by Italians and Germans, are more used as summer bathing stations than winter quarters. The best hotels are expensive, as might be expected from the proximity of these watering places to Genoa, probably after Rome the dearest city in Italy both for visitors and residents. Perhaps it is partly on this account that these places have rather hung fire with English residents. Besides, the scenery round Rapallo is far more beautiful, and opportunities for walks and excursions more plentiful.

Taking these places in geographical order, we come first to Pegli.

Pegli, only six miles west of Genoa, is a small winter resort, more frequented by German than English families.

It is, however, much used as a place of *villeggiatura* by the English residents at Genoa, and is a popular holiday resort of the Genoese. Its chief merit is that it has frequent communication with Genoa—an advantage it shares equally with Sestri Ponente. Amongst the attractions of Pegli are the wonderfully laid out grounds of the Villa Pallavicini, regarded by some as a triumph of art over nature, and by others of æsthetic proclivities as a sort of glorified tea-garden. Very fine views can be obtained from the highest point of the gardens.

The following excellent and detailed description of these gardens is taken from *The Queen*:—

"Pegli is very proud of the grounds of its Villa Pallavicini, which are annually visited by thousands of foreigners, and are at the same time a 'park' for Genoese holiday-makers. The latter are, however, conducted round them, and have to keep to their best manners, for though open daily and gratis to all, they are absolutely private property, and picnic parties and romping over the lawns are not allowed.

"The construction of these too perfectly laid-out gardens in 1847 cost 7,000,000 fr., including the Marchese's villa. The family owns most of the hill-sides round Pegli, and the old Marchese had them planted with trees, so that they are at present thickly wooded—a most praiseworthy undertaking. The grounds (they take two hours to go over) consist of a continuation of winding paths and straight avenues carefully cemented or of smoothly raked gravel, which now and again opens on to ponds, waterfalls, lawns, or summer-houses. The growth of principally sub-tropical trees and shrubs is most superb. The accompanying photographs show some of the best points of these elaborate gardens. I have omitted illustrations of fanciful crocodiles, eagles, Chinese pagodas, Pompeian temples, Turkish mosques, marvellously contrived merry-go-rounds, miniature big wheels, or of the swing, hung in a hoop decorated with crimson curtain tassels. A spray of water is directed at you while you may enjoy a swing, which also happens to the spectators sitting round on marble mushrooms laughing at

you. The douche so surprised an Englishman one year that he fell backwards in the pond behind the swing, which the guardian considers a most amusing incident. At every step a hose is turned on to you when you least expect it; you go into a summer-house, and you run out dripping. These are, I take it, the delights of these gardens to Genoese holiday-makers. Evidently the old Marchese cultivated a hygienic interest in the native population. His idea suggests a non-favourable opinion of their sanitary habits.

"Among other interesting objects, one is shown the imaginary tomb of an imaginary general, who fell in the storming of an imaginary castle, the artificial ruins of which lie here and there. You are asked to suppose a battle took place on that very spot. You visit an imitation peasant's hut, also a highly realistic habitation supposed to date from the middle ages. Hard by is a little Carrara marble pavilion built in Florentine style. The garden seats consist principally of porcelain cushions and other undecorative and uncomfortable inventions.

"A grotto has been admirably constructed with the stones from real grottoes and genuine stalactites, really well pieced together, and there are no incongruities to startle you. Several boatmen are kept daily (and are handsomely salaried) for the sole purpose of steering visitors about in swan and mermaid ornamented boats. You fancy yourself in Capri, until you are led out into the sunshine in view of a dwarfed Cleopatra's needle, the Turkish mosque, the Chinese pagoda, a marble triumphal arch with the Pallavicini arms, and the crimson-tasselled swing."

There is a small English church, where services are held every Sunday at 10.30 a.m. and 3 p.m. Holy Communion at 8.30 a.m. The Chaplain, appointed by the S.P.G., is the Rev. W. C. Streatfield, M.A., Grand Hotel.

The climate is mild and sedative, but not so warm as Mentone, and in common with all these Eastern Riviera resorts there is more humidity.

It is greatly recommended for invalids who require a

certain amount of bracing, and especially so for asthmatic patients, for bronchial delicacy, and for sleeplessness. Being rather too bracing for consumptive patients, there is neither the depressing sight nor unhealthy vicinity of consumption in its last stages to be seen in some of the Riviera winter resorts. The soil is gravel.

Pegli has been greatly improved of late by the construction of a new road up the hill at the back, where many pleasant villas have been built. It is over two miles long, and is named the Viale Umberto I.; it gives an easy means of access to delightful pine woods and many pleasant walks in the country.

There is a high-class and admirably equipped but expensive hotel, the Mediterranée, much favoured by Germans (R. 3 to 6 fr.; B. 1 fr. 50 c.; L. 3 fr.; D. 5 fr.; P. 9 to 12 fr.; Acc. 120; C.; Lift; electric light; large garden), under the same proprietorship as the famous Hôtel Quirinal at Rome. It has a hydropathic establishment attached to it under a German physician. Then there is the Grand Hôtel (Gargini's), a popular English house with more moderate terms (Acc. 54; B. 1 fr. 50 c.; L. 3 fr. 50 c.; D. 5 fr.; Lts. 50 c.; R. from 3 fr. 50 c.; P. from 9 fr.; C.). A still cheaper house is the unpretending Hôtel d'Angleterre, facing the station, with *pension* from 7 fr.; but its situation is not good, very few of the rooms having a southern aspect.

"The most comfortable place, however, for English visitors is decidedly the Grand Hotel, Pegli, facing the sea, which is under English management. It was formerly a palace of the Doria family, and the gallery is decorated with sixteenth-century frescoes which are untouched and still fresh in colour. There are two loggias overlooking the sea, and a terrace on the sea front belonging to the hotel."

A short distance up the new road mentioned above

a pension has been opened in a first-rate situation, all the south bedrooms having a view of the sea and the port of Genoa. It is known as the *Pension* Beauregard, and the terms are 7 fr. per day. There is now an electric tram direct from Genoa to Voltri, which brings Pegli within fifty minutes of the centre of Genoa.

Though I am taking it out of its geographical order, some mention should be made of a charming little town—

Arenzano.—A picturesque little spot situated on the sea-shore between Pegli and Savona. A large hotel which has been recently built has not, however, proved a success, and it is now closed. The excursions around Arenzano are varied and among the most beautiful of the Riviera, including drives to Cogoleto, Varazze, Voltri, etc. The bathing establishment is right opposite the hotel, where one can take a morning dip during the greater part of the year. Arenzano, though it has not as yet fulfilled the expectations of its promoters, may have a good future before it, both as a winter and spring resort for English and Americans.

Sestri Ponente (not to be confused with Sestri Levante, which is very different in character) has now become a manufacturing suburb of Genoa, and the whole of the sea front is taken up by shipyards and ironworks, so that it has entirely lost its former pleasant features, and the hotels have consequently been closed. There are, however, two fairly good restaurants, one of which is in a large artificial grotto, and forms a delightful resort in warm weather. There is also a good café in what was originally the Grand Hotel.

Cornigliano has also become a manufacturing town, and large blocks of workmen's houses are being put up, and the hotel here has been closed.

On the other side of Genoa we first come to **Sturla**, much frequented in the summer for bathing, but there is no accommodation for winter visitors. The next is **Quarto**,

also a summer bathing station, and well known as the place at which Garibaldi embarked for Sicily with his thousand followers.

Quinto is also a favourite summer resort, and there is a pleasantly situated hotel on the sea front suitable for a stay in winter (Grand Hôtel Quinto, terms 7 fr. and upwards). It is well protected from the north winds by Mount Moro, and there is an electric tram service to Genoa, which on this side now extends as far as Nervi.

Nervi has gained in importance as a winter station for invalids, and has a large number of winter visitors. It must now, however, be regarded mainly as an invalid resort, and it is much favoured by German doctors, who now send their consumptive patients there. In short, it is beginning to be for the Levantine Riviera what Mentone used to be for the French Riviera.

"English visitors now lament that it is an impossible place to stay at, for go where they will, they meet people in the last stage of that disease—a most unpleasant sight, without taking into consideration the possibility of infection."

It has an excellent climate, the numerous hotels offer good accommodation, and the town is well sheltered. The neighbourhood is picturesque and the scenery varied. Plenty of shade is obtainable, the country round being thickly covered with olive woods, orange and lemon orchards. There are several good hotels and pensions: the leading houses being the Eden, delightfully situated on high ground near the sea, and the Anglais on the shore. The Eden Hotel is the favourite house of English visitors, and the management is better than one generally finds in Italian-controlled hotels. A lift at each of these hotels and also at the Victoria. *Pension* at either of the above from 9 or 10 fr. More moderate are the Hôtels Bellevue, Nervi, and Victoria, charging 7 or 8 fr. There is

also the Pension Bonera, which seems a favourite resort with English people. Here the *pension* terms are about 6 or 7 fr. The inhabitants and municipal authorities are enterprising, and in order to attract foreign visitors, a Strangers' Committee has been established, for the purpose of giving information and assistance to strangers.

With regard to the climate, Nervi seems, from the exhaustive meteorological records which have been published regularly since 1883, to be one of the driest places on the somewhat humid Riviera di Levante. The town is well sheltered from the tramontana, which in this portion of the Riviera is as much dreaded as the mistral of the French Riviera. Nervi is one of the most recent additions to the admirable "Illustrated Europe" series published by Orell Füssli, Zurich (price 1 fr. 50 c.), and all intending visitors are recommended to procure the number.

The next group of winter places on the Eastern Riviera—Santa Margherita, Rapallo, Sestri Levante, and Levanto—have been for many years favourite haunts of artists and lovers of scenery; but now their charms are beginning to be known and appreciated by the ordinary tourist, the mere pleasure-pilgrim and sun-worshipper, and living expenses and hotel prices are much more reasonable than at the fashionable winter stations of the French Riviera.

Santa Margherita, ten miles from Nervi, is delightfully situated on the shores of a sheltered bay at the foot of olive-clad hills. The hotel accommodation, formerly very deficient, is now satisfactory, two good hotels, Miramare and Métropole, having recently been built. The Métropole is one of the best hotels in the Levantine Riviera, and is reasonably up-to-date in its appointments. There is also a good private hotel, the Pension Elena, under English management, which has been opened since

1900. It is largely frequented by English travellers. P. from 7 fr. E. L.

Some years ago the faulty sanitary condition of Santa Margherita excited some adverse criticism ; but since then the sanitation has been improved, some attention has been paid to the water supply, and the town is considered tolerably healthy. The suspicions of defective drainage naturally checked the development of the town as a place of resort for visitors, and its rival, Rapallo, has gained thereby. Then the situation of Santa Margherita is not so desirable as that of most of these Levantine watering places, as it faces east.

Rapallo is little more than a mile from Santa Margherita, and has a similar climate, though it is a little better protected from north and north-east winds. Rapallo is thought by many competent judges—Mr. Grant Allen and Mr. Augustus Hare, especially—to be the most beautiful spot along the whole Eastern Riviera from Genoa to Spezia. Here there are few staring stucco villas which deface the landscape of most of these "beauty spots of the Riviera."

I quote the following eulogy of an old resident to emphasize the great change in the character of Rapallo :—

"Rapallo is a perfect paradise for the walker and sketcher. The scenery on the great promontory of Portofino is as beautiful as anything in Europe, and the peasants are always kindly and courteous. I do not wish to see Rapallo *fashionable* ; it is beginning to be popular with cultured and artistic people."—A. B. S. (*November*, 1898).

Rapallo would be well worth the consideration of English medical men as a winter invalid station, and might be considered the best invalid winter station along the whole of the Eastern Riviera, for which its protected site and mild and sheltered climate make it well adapted, were it not that the town water supply is not beyond reproach, and only where hotels and villas have their own

wells and cisterns can the drinking water be considered thoroughly satisfactory. It is as well sheltered from cold winds as Mentone or Beaulieu, but the air is not so dry. On the other hand, the fall of temperature at sunset is not so marked as at the French resorts. The ordinary necessities of invalids are now met by a resident English medical man (Dr. Beeby, formerly of Bromley, Kent), an English-speaking chemist, etc., and in this respect Rapallo has made great strides of late. The S.P.G. have established a winter chaplaincy here, and the chaplain (Rev. F. W. Sutton, M.D.) holds services on Sundays, from December to April, in the new English church, which has just been finished. The church is a rather imposing edifice, Romanesque in style of architecture, and with seating accommodation for 350 people. It is situated in the best and most central part of the town, being convenient both for people in the hotels and those resident in the villas on the west side of the bay. The Hôtel Rapallo is emphatically the English hotel, and the tariff is moderate (7 fr.). Slightly more expensive is the Grand Hôtel de l'Europe, a good house, but visited chiefly by Germans. There is also a small and homely but comfortable hotel-pension (Suisse), which is unusually cheap (P. from 6 fr.). It is patronised by English people.

The development of Rapallo as a winter resort has made rapid progress during the last three or four years, and, to the regret of its former *habitués*, it is beginning to ape the popular resorts of the French Riviera. An indication of this is to be seen in the establishment of a Casino, known as the Kursaal (the name is suggestive of German exploitation). The subscription for the season is 24 fr. (day ticket, 1 fr.). Concerts, billiard-room, tea-room, etc. There is a large hotel (Hôtel Kursaal) in connection with this Casino. A tea-room managed by English ladies has recently been established.

The hotel accommodation has kept pace with the recreative resources of this ambitious little resort, and since the last edition of this guide was published the Hôtels Royal, Savoy, and Beau-rivage have been built, while a still larger hotel, the Grand Hôtel du Parc, will be finished in the course of next season.

Rapallo has now a journal of its own, *Rapallo Révue*, a cosmopolitan weekly organ (price 10 c.), with letterpress in French, English, Italian, and German. There is also a well-edited little guide, "Rapallo, Past and Present."

"From Santa Margherita an excellent road has been constructed to **Portofino**, the loveliest nook in the Levantine Riviera, and which was formerly only accessible by boat. The road winding round the edge of the Tigullian Sea brings one to a succession of lovely views terminating in the little bay of Portofino, which is a perfect dream of beauty. Thence a footpath leads to the Madonnetta at the extreme point of the promontory. The women and girls of the village are ever to be found busy at lacemaking, which has flourished here from time immemorial."

That the extraordinary beauty of the Portofino peninsula, although on the main line between Genoa and Rome, is so little known is no doubt partly due to the fact that the railway crosses it by a tunnel, so that few travellers are aware of the existence of a peninsula which competent judges consider to be the most beautiful spot in the whole 200 miles of this coast, so prolific in charming bits of landscape.

This peninsula offers, in short, a glimpse of the most beautiful scenery in Europe. Indeed, some restraint must be exercised to check a tendency to word-painting when attempting to describe this beautiful spot. Every one of its numerous sheltered and wooded bays is a "petite Afrique"; while the scenery of the bold headlands suggests that of the west coast of Scotland. The beautiful bay is not, indeed, on so large a scale as that

of Spezia, nor so varied in outline; but there is not the proximity of a great naval arsenal and manufacturing centre to mar its idyllic beauty.

The lack of accommodation at its principal harbour, Portofino, where the enterprising tourist will still find at the Albergo della Sirena (formerly the only approach to an hotel) plenty of Italian local colour and atmosphere, but little else, naturally kept this gem of the Riviera safe from the ordinary tourist. However, even this old-world spot is not safe from the modern hotel capitalist; and a Genoese syndicate has recently taken in hand its exploitation. Now a large first-class hotel (Hôtel Splendide), with "all modern comforts and every room facing south," is available for visitors.

No doubt it was this lack of suitable accommodation at Rapallo and its satellites, Santa Margherita and Portofino, which helped to make this supremely lovely region a preserve for the artistic and cultured traveller, and repelled the ordinary tourist. But of late years hotel enterprise has been unusually active here, and several large modern hotels have been built, one or two pretentious rather than comfortable. Indeed, the hotel accommodation has been the subject of a considerable amount of criticism lately in the travel columns of *The Queen*.

The scenic charms of the coast between Rapallo and Sestri Levante have in great measure to be taken on trust by railway travellers, as the journey is one series of tunnels.

Sestri Levante is some twenty-eight miles from Genoa, and about the same distance from Spezia. It is strikingly situated on a tiny promontory jutting out half a mile or so into a well-sheltered bay. The picturesque little town occupies the greater part of this promontory. The leading hotel is the Grand Hotel, on the northern bay, about ten minutes' walk from the station, where the visitors are

nearly all Germans. *Pension* from 8 fr. Arrangements made for warm sea baths in connection with a small bathing establishment, known as the Stabilimento Nettuno. The few English who stay at Sestri usually go to the Hôtel d'Europe (Swiss proprietress), with *pension* from 7 fr. There is also the modest Albergo Victoria, where it is possible to get *pension* terms for 5 fr. a day.

There are two German doctors in practice at Sestri; the nearest English medical man is at Rapallo. The climate is very sunny and equable, but the town is not so well protected from winds as Rapallo.

The next wintering-place that demands some notice is

Levanto.—This quiet little station is less frequented by Germans than any other on this coast. It is a popular summer watering-place among the Italians, and is famous for its sands.

"It bids fair to become also a favourite winter resort as well, its climate being equable, and the hills surrounding it protect it entirely from the winter winds. There is a first-class hotel here, now open all the year round, and which has been re-modernised throughout (Grand Hotel). There is also a small Italian pension, the Hôtel Stella.

"Levanto is the head of the district known as the Cinque Terre, famous for its Vino Santo, named *Schiacchetra*, and forms an excellent headquarters for visiting those old-world places, Monterosso, with its old church and beautiful rose window (recently restored); Vernazza, one of the quaintest of harbours; Corniglia, perched on a high rock far above the sea; and Manarola and Rio Maggiore, two villages straggling up the sides of ravines, whose picturesqueness is only surpassed by the much sung Clovelly at home.

"It is said that the climate is superior to any other of this part of the Riviera, and that there are no windy days known here. It is certainly very healthy and equable.

"Hitherto the only means of communication that Levanto has had with the outside world has been by rail or by sea, but a

new road is being constructed which will put it in communication with the main road to the south, thereby opening up two splendid drives from Levanto to Sestri Levante on the west, and to Spezia on the east, the road to this latter passing over the Baracca Pass (2,236 ft.) and through lovely scenery, culminating in a magnificent prospect of the Bay of Spezia and the Apuan Alps."

Spezia.—This charmingly situated town on the shores of a bay, which, next to Naples and Palermo, is perhaps the most beautiful in Italy, is growing in favour with English people. This is especially the case since the introduction of a new water supply and the removal of the disfiguring Government coal-yards and magazines to the new eastern harbour. This area is now covered by a magnificent Public Garden and Promenade, called the Marina, the finest between Genoa and Naples.

Dr. Leeson, M.A., who now practices during the winter at Spezia (Territet in summer), has kindly furnished me with the following note on Spezia considered as an invalid resort:—

"With regard to temperature and rainfall Spezia does not materially differ from the other winter resorts on the Eastern Riviera. In respect of shelter from cold winds it has the advantage of being well protected without being shut in. The Apennines here recede a few miles from the coast, and the town is surrounded by a semicircle of hills from one to two thousand feet high. These are covered with olive, orange, and lemon trees, the summits being occupied by fortresses mounted with very heavy guns. For the conveyance of these and other munitions of war the Italian Government has made a number of excellent military roads with very gentle gradients. These wind through and over the hills in every direction, affording an endless variety of walks and drives through some of the most beautiful scenery in Italy. It is obvious what an advantage this is to invalids where strength is not seriously impaired, to convalescents and, above all, to those whose health has suffered in India and other tropical countries. Spezia is a very healthy

place and remarkably free from infectious diseases, a circumstance mainly owing to the possession of an inexhaustible supply of purest drinking water, brought from a source on the Apennines at great expense. In the year 1897, out of a population of 65,000 in the town and of 10,000 in the suburbs, there were only sixteen deaths from typhoid and four from diphtheria. No serious case of illness has occurred amongst the English residents for the last two years, during which time nothing of the kind could have occurred without the writer' knowledge.

"Travellers coming from outside Italy cannot book to Spezia except through Messrs. Cook. The express train from Paris to Spezia, Pisa, and Florence should stop fifty minutes at Genoa, but is *always* late, and there is no time to re-book and register luggage for Spezia."

Tourists should be careful to keep any fort or military post at a respectful distance—the legal limit is 300 yards; and sketching or photographing in the neighbourhood is strictly prohibited without a permit. This can be obtained through the British Vice-Consul from the *Genio.*

There is only one first-class hotel in Spezia, the old-established Croce di Malta; but the fact of the proprietors having practically the monopoly of English guests has not, as is sometimes the case, resulted in careless and indifferent management, and the hotel is admirably conducted by the English proprietor. The hotel has earned a good reputation for its table. The situation, since the removal of the Government coal-yards and factories, is delightful, fronting the Public Garden, which extends to the shore. R. 3 fr. 50 c. to 5 fr.; B. 1 fr. 50 c.; L. 3 fr.; D. 5 fr.; A. 1 fr.; Lts. 75 fr.; P. from 7 to 12 fr., including wines.

Of the other hotels, Italia, Roma, and Gran Bretagna, the only one at all possible for English visitors is the Italia. P. from 7 fr. Cook's tickets are taken here. There is an English Vice-Consul (E. M. de Garston, Esq.), an English doctor (Dr. Leeson), and an English chaplain,

appointed by the S.P.G. (Rev. D. R. Barton, Hôtel Croce di Malta). Church of England services are held throughout the winter months in a building close to the hotels.*

Spezia is an admirable centre for many delightful excursions: San Terenzo, with its memories of Shelley; Lerici, with its ancient castle; and Porto Venere, dear to all lovers of Byron; besides the marble quarries of Carrara and the buried city of Luni. It must, however, be admitted with regard to Porto Venere and the Byron tradition that the adopted legend of the countryside, which makes the Byron Grotto here the spot where Byron composed "The Corsair," has no historical basis. But the inscription is not to blame for this tradition, as it expressly states that this cave "inspired Lord Byron to write 'The Corsair,'" which is very likely.

The new electric trams provide a rapid and economical means of reaching the picturesque environs of Spezia. There are steamers to Porto Venere, San Terenzo, and Lerici. The Rubattino Florio Steamship Co. run a boat weekly from Genoa to Spezia, leaving every Saturday at 10 a.m., and getting there at 3 20, and another weekly one from Leghorn every Thursday, departing at 12 noon, arriving at 5 p.m.

To many visitors the most attractive excursion of the innumerable walks and drives for which Spezia is a centre is that to Shelley's house, the historic Casa Magni.

The house is situated nearly midway between the villages of Lerici and San Terenzo on the Bay of Spezia, and is, or should be, endeared to all English people on account of its many associations of Shelley, Byron, and Leigh Hunt. In fact, the whole of this lovely coast between Genoa and Viareggio is of considerable literary as well as æsthetic interest. Though innu-

* For much of the above information I am indebted to my friend, Charles de Grave Sells, Esq., of Cornigliano, Italy.

merable books on Shelley have been written, and Shelley literature (unfortunately, for the most part, controversial) would fill a small library, it is strange that no monograph has been written on the literary landmarks of the poet in Italy, and especially in the Levantine Riviera, which is emphatically Shelley-land. This is the more curious, as this region was once a favourite shrine of tourist culture.

Shelley's villa, though situated on the shores of the loveliest bay in North Italy—for the Gulf of Spezia is almost worthy of inclusion among Humboldt's "three most beautiful spots on the earth's surface," and appropriately dedicated by tradition to the Goddess of Beauty, the memories of its tutelary deity being preserved in the names Lerici (Erycina) and Porto Venere—is itself by no means beautiful or impressive. It is indeed a singularly bare and unpretentious building, looking more like a quarantine station than a residential villa. The arcaded portion, almost overhanging the lake, plays an important part in the story of Shelley's life. This balcony formed an extension of the saloon, the only living-room, to which the bed-rooms opened directly, as on the *patio* of Spanish houses. This serves to explain the extraordinary incident about which all Shelley's biographers make merry, when the poet rushed in one day, fresh from his morning swim, *in puris naturalibus*, among his horrified guests assembled at lunch, the quick-witted Italian maidservant covering his retreat to the bed-room by means of the sheltering ægis of her apron. The present house, an ordinary rococo villa of the type so common on the Riviera, can scarcely be considered an improvement from an artistic point of view on Shelley's simple residence. The neighbourhood, too, has altered very much in character.

Spezia, at the beginning of the century but a small commercial port, with not more than 5,000 inhabitants, has, since Italy became a united nation, been changed into a crowded manufacturing centre, and is the chief arsenal of Italy. Instead of fishing-boats and picturesque felucca-rigged coasters, the bay is now given up to the latest types of turret-ships and battleships lying at anchor, surrounded by cruisers and venomous-looking torpedo-boats. These are the outward and visible signs of the crushing burden of taxation which has almost ruined the

Italian peasantry, and seriously cramped the economical and social development of Italy.

In the poet's time Casa Magni (once a Jesuit convent) was situated in one of the most romantic and secluded nooks of the whole coast. "Had we been wrecked on an island of the South Seas we could scarcely have found ourselves further from civilisation," wrote Mrs. Shelley in her "Memorials." Now the dirty overgrown fishing villages of San Terenzo and Lerici have encroached on the beautiful landscape, and the immediate surroundings of Villa Magni are the despair of the painter. Then a new road, which runs along the shore, protected by a sea wall, takes the place of the old Corniche, and has done more than anything else to destroy the rustic character of the poet's house.

Still, it was here that Shelley lived, and here he wrote "The Triumph of Life," by some authorities regarded as his greatest work, and marking the commencement of a higher development of his genius. Many of the charming lyrics dedicated to the wife of his friend, Captain Williams, were also written during the poet's short villeggiature here, and their note of restfulness and simplicity seems inspired by the lovely scenery.

The scheme set on foot two or three years ago to raise by public subscription funds to purchase the Casa Magni and preserve it as a memorial of Shelley should appeal to all lovers of the poet. Whatever may be the estimate of Shelley as a man, as a writer he undoubtedly ranks among the greatest poets of the nineteenth century. If sufficient support be obtained, and the house be kept as a national monument, it would serve as a worthy pendant to the beautiful monument raised to Shelley's memory at Viareggio in 1894, the year of the centenary of his birth.

Apart from its scenic attractions, there is much to interest the enterprising tourist in the hinterland of the Bay of Spezia—an undiscovered country so far as modern travellers are concerned. The valleys are strewn with ruins of ancient Etruscan cities (which would probably repay systematic excavation), and the whole of this beautiful coast is reminiscent of literary and historical lore, to say nothing of classical and mythological tradition. Ligurian historians assert that Virgil borrowed the topography of the Gulf of Spezia in his description of the bay in

which Æneas took refuge after the storm. This claim, however, modern commentators are given to ridiculing, as it is evident that Virgil, who in his way was as great a plagiarist as Shakespeare, "lifted" the description, with but little alteration, from the well-known scene in the Odyssey.

Besides the more modern memories of Shelley, the Levantine Riviera is associated with an even greater name. This district is congenial soil for the literary pilgrim anxious to follow in the footsteps of Dante. Here the poet, driven from Florence by his enemies, wandered on his way to France, journeying, according to Mr. Gladstone, by way of the Corniche—then a mere mule-path—the Esterelles and Draguignan to Paris. Some of the scenery in the "Purgatorio" is borrowed from the Riviera, and the cantos are full of "local colour" which may be traced to the landscape of these shores. The gloomy winter aspect and rugged grandeur of the mountain barrier impressed him most.

Probably Dante, like those of his age, only saw the repulsive element in mountains, and was unable to appreciate their natural beauty and æsthetic value. Travellers of to-day following in the traces of the poet will recognise in the "fair river" the Entella that flows into the sea near Chiavari, and can understand the reference to "the rough and desert ways between Lerici and Turbia"; for the modern Corniche road follows for the most part of the route the wild mule-path along which Dante wended his lonely and melancholy way. The more attractive aspects of the scenery are occasionally noted in the "Purgatorio," and artists, at all events, will recognise the *tremola della marina* just before dawn.

Near Sarzana, the chief town of the province, may be seen the castle of the Counts of Malaspina, where Dante found a temporary asylum, and where the "Divine Comedy" was completed. Over the gateway, though restored, the punning coat-of-arms—a barren thorn-bush (*mala spina*)—a typical example of "Canting Heraldry," has been preserved.

Another interesting shrine to Dante lovers is the ruined monastery of Santa Croce on the little promontory which overhangs the mouth of the Magra. Here, according to the dramatic story of the old chroniclers, the poet sought an interview with the prior, and entrusted to his care the manuscript of the

"Inferno" on the eve of his journey across the Alps. According to the legend—for some commentators dispute its authenticity—the prior was at first ignorant of the wayfarer's name, who came only "*chiedendo pace*" and shelter for the night. This dramatic episode in Dante's career should make a fit subject for the painter. Sarzana, mentioned above, is of especial interest to the student of Italian literature as the birthplace of Pope Nicholas V., the founder of the Vatican Library. This claim to the consideration of the "intelligent tourist"—cousin-german to the omniscient schoolboy of Macaulay—is the stock property of the guide-books. It is not, however, generally known that recent genealogical researches make out a fair claim for Sarzana as the cradle of the Bonaparte family, Bonaparte being the patronymic of a branch of the historic family of the Cadolingi who settled in Corsica in the thirteenth century. From this branch the family of Napoleon claims descent.

On the yellow sands of Viareggio, where

> "Groves of pine on either hand,
> To break the force of winter, stand,"

on the very spot where Shelley's body was cast ashore, and afterwards committed to the flames, we may fitly bring to an end our pilgrimage in Shelley-land. The highly dramatic episode of the burning of Shelley—the word cremation, with its grim and prosaic suggestion of Woking, seems inappropriate in connection with this impressive ceremony—must appeal to the imagination of every one who visits this spot. The scene has been described by Trelawney in a piece of matchless prose familiar to all lovers of Shelley.

Standing here on this beautiful but lonely shore—the theatre of the tragic last scene in Shelley's tempest-torn career—we are infected by the *genius loci*, and haunted by memories of the dead poet; we seem to see Byron and Leigh Hunt pouring libations of oil and wine on the funeral pyre; and, last dread scene of all, Trelawney plucking out from the fiery furnace the *cor cordium*—that heart which had remained entire and unharmed, and now rests at last in the beautiful God's Acre at Rome.*

* Abridged from an article contributed to the *English Illustrated Magazine.*

II.—FLORENCE.

"Florence! beneath the sun,
Of cities fairest one."—*Shelley.*

THOUGH Florence is not, of course, a Mediterranean resort, being situated some sixty miles from the tideless sea—nor, for the matter of that, can it be accurately described as a winter station, as it is better known as a spring residence—yet for several reasons it has been thought advisable to include it in this work.

Florence might perhaps be more truthfully described as an intermediate spring station, like Pallanza, Lugano, or Varese, being in the main a useful and suitable residence for tiding over that unfavourable transition period between the end of March and the beginning of June; and, regarded in this light, it has a serious claim to be looked upon as an invalid station. It is also useful as a kind of climatic half-way house for invalids returning to England from Egypt and the south of Italy. The most serious drawbacks to Florence, as a winter residence, are the undeniably severe weather often met with in December and January, and also the terribly cold winds that blow, not infrequently with great force, from the snow-clad Apennines. The benefit of the shelter which this range might be supposed to afford to Florence is minimised by the fact that, unlike Mentone and San Remo for instance, which are situated immediately at the base of the Maritime Alps, this city does not lie immediately at the foot of the Apennines, but is separated by many miles of hills of comparatively low altitude, so that Florence gets the full

benefit of the chilly breezes, which do not blow almost harmlessly *over* the city, as in the case of the Alpine winds of the above-mentioned towns, but *through* it. This natural phenomenon is well exemplified along the Mediterranean shores between San Remo and Mentone. Often no wind is felt in the coast towns, yet a few miles out at sea the force of the land breeze is shown by very rough weather.

The topography of Florence accounts a good deal for the great extremes of winter and summer temperature. Situated in the midst of the fertile plain of the Arno immediately surrounded by a series of lowlying hills, these in turn fenced round on three sides by outlying spurs of the Apennines, Florence might more justly, though prosaically, be compared to a saucer than to "a water-lily rising on the mirror of a lake," to quote the poetical simile of the rhapsodist Leo. It seems to absorb all the summer heat, and to concentrate upon itself all the winter winds. See an article on "The Climate of Florence" in the *Lancet*, January 28th, 1893.

The merits and demerits of Florence as an invalid resort are, however, exhaustively analysed below, and need not be dwelt upon here. But as a winter residential city for ordinary healthy persons the merits of Florence are sufficiently obvious. Putting aside its undeniable æsthetic attraction as the most beautiful city of North Italy, and one of the most important art centres in Europe, its pleasant society, its lovely surroundings, which give unlimited opportunities for excursions, its accessibility, its educational advantages, and its comparative cheapness of living, all combine to make Florence one of the most popular winter quarters in the South of Europe.

Then, too, the resources which a large city of nearly 200,000 inhabitants offers in the shape of recreation—public amusements, theatres, concerts, etc.—must not be

forgotten. Another important advantage is that families can live here in comfort for a larger portion of the year than at most of the towns of the Riviera, for it is only during the months of July, August, and September that the town becomes unpleasantly hot.

Routes.—See end of book.

Society.—There is a large English colony at Florence, as well as a considerable number of American families who are to be found for the most part residing at villas for the whole season, or at hotels and *pensions* during the spring. The American element is not, however, so prominent as in some of the fashionable Riviera stations. Florence being one of the greatest art centres in Europe, and a sort of focus of intellectual life and culture, there is a decidedly literary and artistic tone about the society, which is also more cosmopolitan than at most foreign towns where there are many English residents. In fact, the humanising influence of art seems to have dissipated a good deal of the proverbial insularity and exclusiveness of our compatriots, and there is a fair amount of intercourse between the leading English and Italian residents.

The fashionable crowds who gravitate annually to the more lively towns of the Riviera, such as Cannes, Nice, and Monte Carlo, do not much affect Florence, except, perhaps, at Easter; and, in fact, they are apt to take it for granted that Florence is no longer "in the movement," and does not now afford much society. It is true that compared with Nice or Cannes there is not much society in the conventional sense, for though a good deal of quiet entertaining goes on, there are not many public balls or private dances and theatricals and such-like social functions given during the season. In short, this "Modern Athens" is no more a pleasure resort, pure and simple, than it is an invalid station. It can best be defined by the generic

term of *residential* resort. Florence seems at all events to have almost succeeded in attaining the much-desired *juste milieu*. It is not, perhaps, a particularly gay or fashionable place of residence, but it is at any rate free from the somewhat loud atmosphere which characterises certain classes of smart society at Nice or Monte Carlo, and one does not find here that strange juxtaposition of *la haute noblesse* and *la haute finance*, which has of late years given a slightly snobbish tone even to the society of ultra-fashionable Cannes. Then again, invalids form a small minority among the residents, so that Florence has not that funereal atmosphere which used to make Mentone, Bordighera, and other health resorts so oppressive to ordinary visitors.

Hotels.—Florence being one of the great show cities of Europe, and being visited by travellers from all parts of the world, hotels of all kinds are very numerous. In this handbook, however, as only the principal hotels, and the smaller ones which have the least claim to possessing an English or American *clientèle* are noticed, the list can be kept within reasonable limits. At the more fashionable hotels the lowest tariff would be about 12 or 15 fr., the latter price being charged during Easter, the height of the Florence season. In Italy these prices are rather high, but then the season, so far as the leading hotels are concerned, does not last more than a couple of months or so. Nearly all the high class and more expensive hotels are situated along the Lungarno, on the right (north) bank of the river, between the Piazza Manin at the western end, and the Lungarno della Zecca Vecchia. They all have a southern aspect. It may be remarked that Lungarno is a generic term, and the different portions have some more or less cumbrous qualifying termination, such as—Lungarno Amerigo Vespucci, Lungarno della Zecca Vecchia, etc. In short, there are nearly a dozen Lungarnos in Florence. The Lungarno hotels are noticed below in geographical order, starting from the Piazza Manin.

Royal Continental de la Paix (known generally as Hôtel de la

Paix), Piazza Manin (the largest in Florence). Like many of the Florence hotels it is open all the year. R.* from 5 fr. ; B. 1 fr. 50 c. ; D. 6 fr. ; A. 1 fr. ; Lts. 1 fr. ; Billiard-room ; Lift ; E. L. ; C. In 1897 Monsieur Kraft, the proprietor of the Hôtels d'Italie and Bristol, became the proprietor of this hotel, now known simply as the Grand Hotel.

Florence Washington, 6, Lungarno Amerigo Vespucci (a favourite American house). R. 3 to 5 fr. ; B. 1 fr. 50 c. ; L. 3 fr. ; D. 5 fr. ; A. 1 fr. ; Lts. 75 c. ; P. 10 to 14 fr. ; Lift ; E. L. ; C.

Royal de la Grande Bretagne et Hôtel de l'Arno, 8, Lungarno Acciajoli (*two* hotels adjoining under same proprietorship). R. 5 fr. ; B. 1 fr. 50 c. ; L. 4 fr. ; D. 5 fr. (6.30 p.m.) ; A. 1 fr. ; Lts. 50 c. ; P. 15 fr. ; Billiard-rooms ; Lift ; E. L. ; C. Considered one of the most fashionable hotels in Florence. Occupies the site of the British Embassy (when Florence was the capital of Italy).

Hôtel de la Ville, 1, Piazza Manin. Acc. 150 ; B. 1 fr. 50 c. ; L. 4 fr. ; D. 6 fr. ; R. from 6 fr. ; P. 12 fr. 50 c. to 16 fr. ; Lift ; E. L. ; C.

Hôtel d'Italie (Kraft's), a well-managed house. R. 3 to 6 fr. ; B. 1 fr. 50 c. ; L. 3 fr. 50 c. ; D. 5 fr. (winter 6.30 p.m., spring 7 p.m.) ; A. 1 fr. ; Lts. 75 c. ; P. from 10 fr. ; Billiard-room ; Lift.

New York, 1, Piazza Ponte alla Carraja. R. from 3 fr. 50 c. ; B. 1 fr. 50 c. ; L. 3. fr. (12.30 p.m.) ; D. 5 fr. (6.30 p.m.) ; A. 1 fr. ; Lts. 1 fr. ; P. 10 to 14 fr. ; Billiard-room ; Lift ; C. An old-established house, and has a good reputation among English travellers.

Bristol, near Ponte alla Carraja. P. from 9 fr. ; D. 4 fr. (6.30 p.m. winter, 7 spring) ; Lift ; E. L. Improved under new proprietorship.

Russie, 10, Lungarno Acciajoli. R. 3 to 4 fr. ; B. 1 fr. 50 c. ; L. 3 fr. ; D. 5 fr. ; A. 75 c. ; Lts. 75 c. ; P. 10 fr.

Paoli, 12, Lungarno della Zecca Vecchia. Old-established family hotel. Well managed. Good sanitary arrangements. P. from 10 fr. Open September 1st to June 30th.

Palace Hotel. A new hotel. Lift ; E. L.

* For explanation of abbreviations, see list at end of Table of Contents.

Of these the Florence, Bristol, and Russie are slightly more moderate in their charges than the others. Each of the above hotels, except Paoli's, sends an omnibus to the station (1 fr. to 1 fr. 50 c.).

A new hotel, the Savoy, has been built in the Piazza Vittorio Emanuele, with all modern improvements. Fashionable and expensive. P. from 15 fr.

The Grand Hôtel Baglioni, a large first-class hotel in Piazza Unità Italiana, near the station, was opened in 1903.

There has been a great improvement in the larger Florence hotels within the last few years; all have lifts and electric light, the corridors are well warmed, and more attention has been paid to the sanitation. But the great drawback to the fashionable hotels on the Lungarno is that they are incapable of expansion, and the public rooms are small in comparison with the first-class hotels of other Continental cities. What is really wanted is a large first-class hotel of the International Palace or Gordon type on the Fiesole slopes. Such an hotel in an open, healthy but sheltered site would probably be a success.

Below are some more moderate-priced hotels and hotel-pensions. Victoria, 44, Lungarno Amerigo Vespucci. P. 8 to 10 fr.; G. Anglo-American, 7, Via Garibaldi. Lelli et des Etats-Unis, 38, Via Montebello.

The above are near the Cascine (the public gardens at the end of the Lungarno), and the charge for *pension* varies from 8 to 10 fr.

In a more central position are :—

Europe, Via Tornabuoni. Acc. 60; B. 1 fr. 50 c.; L. 3 fr.; D. 4 fr. 50 c.; R. 3 fr. 50 c. to 6 fr.; P. 10 to 12 fr.; Lift; E. L.; C.

Du Nord, Via Tornabuoni. P. 10 to 12; Lift.

Londres and Métropole, 13, Via dei Sassetti. R. (including Lts. and A.) 3 fr. 50 c.; B. 1 fr. 25 c.; D. 4 fr.; P. 8 to 9 fr.

Helvetia, near Piazza Vittorio Emanuele. R. 2 fr.; B. 1 fr. 25 c.; L. 3 fr.; D. 4 fr. (6.30 winter, 7 spring); A. 50 c.; Lts. 50 c.; P. from 8 fr.; smoking, billiard-rooms. Good sanitary arrangements. Its *clientèle* chiefly French, but it can be recommended to English visitors.

Cavour, 5, Via Proconsolo. R. 2 to 3 fr. 50 c.; B. 1 fr. 25 c.;

L. 3 fr. ; D. (including wine) 4 fr. 50 c. ; A. 50 c. ; Lts. 50 c. ; P. 8 fr. 50 c.

Porta Rossa, with a good restaurant. P. from 9 fr. 50 c.

Citta di Milano, 12, Via Cerretani (near the station). R. 2 fr. 50 c. ; B. 1 fr. 50 c. ; L. 2 fr. 50 c. ; D. 4 fr. 50 c. ; A. 75 c. ; P. 8 to 12 fr.

Minerva, Piazza Sta. Maria Novella. P. 9 to 10 fr. ; C. Close to station, and convenient for those making a short stay. Now under Swiss management.

Most of the above-mentioned hotels meet the trains ; usual charge for omnibus, 1 fr.

Private *pensions* abound in Florence, and by visitors spending several weeks in the city are usually preferred to hotels, though the difference in prices is not very marked. The number and popularity of these establishments seem to have checked the enterprise of local hotel proprietors, and we do not find at Florence (with the exception perhaps of the Hôtel de la Paix) any hotels approaching in size or splendour to the colossal establishments at Nice, Cannes, Monte Carlo, Mentone, or San Remo. These *pensions*, originally intended to compete with the higher prices of hotels, and to cater for a more modest class of visitors, seem to be rendered in some measure superfluous, owing to the almost universal adoption nowadays of the *pension* system in ordinary hotels. Still, in Florence, these establishments (of which there are an enormous number) hold their own, though their prices differ little from those of the moderate-priced hotels. It will be found, also, in the case of the leading private *pensions* that there is little difference in the character of the *clientèle*, though originally they were patronised by a somewhat inferior class (inferior, of course, only from the narrow standpoint of the hotel proprietor). The most important are :—

Bellini, 22, Lungarno Nuovo. P. 8 to 12 fr. ; L. 2 fr. 50 c. (1 p.m.) ; D. 3 fr. 50 c. (7 p.m.) Open all the year. Heated with *calorifères*. On Saturday evenings concerts and dances are given to guests and their friends.

Piccioli, Lungarno, and 1, Via Tornabuoni. Acc. 75 ; P. 8 to 10 fr. ; lift ; E.L. Open from September 1st to June 1st. Musical entertainments to guests and their friends once a week. Favourite English house.

Molini Barbensi (formerly Pension Clark), 13, Lungarno Guieciardini (left bank of the Arno). P. 7 to 10 fr. ; L. 2 fr. 50 e. (1 p.m.) ; D. 4 fr. (7 p.m.). Open all the year.

Maenamee (Villa Trollope), Piazza dell' Indipendenza. P. 9 fr. *Clientèle* mainly American.

Pendini, Piazza Vittorio Emanuele. More of a private hotel than the above-mentioned establishments. Lift and eleetrie light. P. from 8 fr.

Jennings-Rieeioli, 71, Corso dei Tintori, with rooms full south overlooking the Arno. P. 6 to 8 fr. Well recommended.

Lottini, 6, Lung 'Arno Corsini. P. from 6 fr. ; lift.

At the better-class Florence *pensions* the appointments and serviee are fairly satisfactory, but eomplaints are not infrequent that the food is oeeasionally deficient in quantity if not in quality. Three foreible arguments may be addueed, however, in justification—high rents, short season, and fierce eompetition. At Rome the season is mueh longer, and yet the priees are higher.

There are numerous private *pensions* of the "paying guest" type. Of these, one kept by Miss Plueknett, 1, P. Vittorio Emanuele, can be recommended.

Villas and Apartments.—The rent of a furnished villa would be anything from 300 fr. a month, the rent depending a good deal on the situation. The neighbourhood of the Cascine, and the more distant suburbs in the hills near the Viale dei Colli, are the dearest quarters. Villas in the latter district are usually of good size with large gardens, with rents from 2,500 fr. (unfurnished) upwards. Many small villas and flats have recently been built near Piazza Cavour and Barriere delle Cure, where the rents (unfurnished) are very moderate, from 900 or 1,000 fr. upwards. As in Franee, the rent of unfurnished houses and flats is based on the number of rooms, irrespective of size. In the best quarters 120 to 150 fr. a room (entrance hall eounting as a room) is the usual rent, while in the more eentral parts and south of the Arno eaeh room would be about 90 or 100 fr. Flats on the first floor are the dearest. Furnished apartments are plentiful. In the Borgognissanti and Via del Prato a eouple of rooms (furnished) eould be obtained for 60 fr. a month, or, if taken by the year, from 50 fr. or even less. Those eontemplating staying all the year round should take rooms some

distance from the Lungarno, as it is infested with mosquitoes in the late summer and early autumn.

Amusements.—Putting aside the great attraction of Florence—its Art Collections—the mere pleasure-seeker will find that the city offers plenty of resources in the form of public amusements. There are several good theatres, of which the best are the following:—La Pergola, 12, Via della Pergola; Opera and Ballets. Only open for a few months in the year. Nazionale, 6, Via dei Cimatori. Pagliano, 5, Via del Fosso; Opera. Niccolini, 1, Via Ricasoli; Comic Opera and Comedy.

There are numerous Variety Theatres, Cirques, and Café-concerts where smoking is allowed. The most frequented are: Politeama, Corso Vittorio Emanuele; Grand Ballets or Circus. Arena Nazionale, 15, Via Nazionale; Operetta or Circus (1 fr. 50 c.). Alhambra, Piazza Beccaria; Winter garden; a kind of Music Hall. The most frequented Café-chantant is the Gambrinus.

Principal Attractions and Places of Interest.—It is only possible to give here a bare list of the chief sights which might be attempted superficially by visitors who can only give a week or so to Florence.

1. *Public Galleries, Museums, etc.*—Uffizi Galleries, 10 to 4, 1 fr. Formerly the fee of 1 fr. included admission to both galleries, but now there is a separate charge of 1 fr. for each. Sunday free. 1 to 4. Lift 50 c. Pitti Galleries. Same hours and fees. The Uffizi Galleries can be reached from here by a long covered corridor crossing the river by the Ponte Vecchio. National Museum in the Bargello (Palazzo del Podesta), 10 to 4, 1 fr. Sunday free. Academy, 52, Via Ricasoli (Michael Angelo's famous David), 10 to 4, 1 fr. Sunday free. Palazzo Vecchio, 10 to 3, 50 c. to custodian (occasionally closed without notice). Galleria Buonarotti (Michael Angelo's House), 64, Via Ghibellina, 9 to 3, 50 c. Monday

and Thursday free. Closed Sundays. Museo di S. Marco, in the Piazza di S. Marco, 10 to 4, 1 fr. Sunday free, Closed on *fête* days. Biblioteca Laurenziana (S. Lorenzo), 9 to 3, 50 c. to custodian. Closed on *fête* days. Museo Archaelogico (Egyptian and Etruscan collections, and Galleria degli Arazzi), 25, Via Colonna, 10 to 4, 1 fr. Sunday free. Children are admitted for 50 c. to these galleries.

All the above are closed on the following days: January 1st and 6th, March 14th, Easter Day, Ascension, Corpus Domini, first Sunday in June, June 24th (St. John), June 29th, August 15th, September 8th, November 1st, November 20th, December 8th, and Christmas Day.

2. *The four famous Cenacole* (Last Supper).—Di Foligno, 58, Via Faenza; d'Andrea del Sarto, S. Salvi, 12, Via S. Salvi; del Girlandajo in the Ognissanti Convent, Borgognissanti; d'Andrea del Castagno, S. Appollonia, 27, Via Aprile (leading out of the Via S. Gallo). 25 c. to custodian.

These Cenacole and Perugino's frescoes in Sta. Maria Maddalena de' Pazzi, Via de' Pinti, can only be seen from noon to 4 p.m.

3. *Churches.*—Cathedral and Baptistery, Piazza del Duomo (Campanile 1 fr.); Sta. Maria del Carmine, Piazza Sta. Maria del Carmine (frescoes by Giotto and Filippino Lippi); Sta. Croce, Piazza Santa Croce (the Westminster Abbey of Florence); S. Lorenzo, Piazza S. Lorenzo (Michael Angelo's famous monuments, Day and Night, and the Medici Chapel, 50 c.); Sta. Maria Novella, Piazza Sta. Maria Novella, near the station (Cimabue's Madonna); S. Marco, Piazza di S. Marco (Fra Angelico's frescoes, Savonarola Memorials in Museum); S. Miniato, Via dei Colli (mosaics); SS. Annunziata, Piazza del' Annunziata (Andrea del Sarto's frescoes); S. Spirito, Piazza S. Spirito, near Ponte Sta. Trinità on the left bank of the Arno (Madonna by Filippino Lippi). The churches usually remain open all day till an hour before

sunset, except from noon till 2 or 3 o'clock. 50 c. is ample to the custodian for a single visitor.

4. *Private Galleries and Palaces.*—Corsini, 7, Via Parione. Tuesday, Thursday and Saturday, 10 to 3, 50 c.; catalogue (faulty) 1 fr. 50 c. (Good examples of Tintoretto, Andrea del Sarto, and Botticelli.) Strozzi, Via Tornabuoni (fine example of Florentine domestic architecture. Pictures have recently been sold.) Wednesday, 11 to 1. Riccardi (famous library), 9 to 5. 50 c. Torrigiani, near Ponte alle Grazie (pictures by Filippino Lippi, Tintoretto, and Paolo Veronese); special *permesso* required. Martelli Gallery, 8, Via della Forca. Panciatichi Gallery, 62, Via Pinti. Capponi Gallery, Via Gino Capponi.

5. *Park, Gardens, and Points of View.*—The Cascine (the Hyde Park of Florence). This beautiful park is skirted by the Arno along its whole length (1½ miles). It is a fashionable afternoon promenade. Band on most afternoons. Boboli Gardens, open on Sunday and Thursday, from noon till an hour before sunset. On other days, a *permesso*, which can be obtained at the office, central entrance, Pitti Palace, is required. Fine views from the terraces. Torrigiani Gardens. Entrance from Via dei Serragli. Special *permesso* necessary. Can sometimes be obtained by applying at the Palazzo Torrigiani.

The best views are to be obtained from Bellosguardo, beyond Porta San Frediano; S. Miniato and the Viale dei Colli; Mount Oliveto (half a mile beyond the Porta S. Frediano); and from Fiesole. Much of the benefit which invalids might derive from these beautiful public gardens, especially those bordering the Viale dei Colli, is wasted through the strange lack of enterprise on the part of the municipal authorities in providing seats.

6. *Historical Houses.*—Alfieri, 2, Lungarno Corsini;

Amerigo Vespucci, 20, Via Borgognissanti; Andrea del Sarto, 24, Via Gino Capponi; Benvenuto Cellini, 56, Via della Pergola; Cimabue, 83, Via Borgo Allegri; Cherubini, 22, Via Fiesolana; Dante, 2, Piazza S. Martino; Galileo, 23, Via della Costa S. Giorgio; Machiavelli, 16, Via Guicciardini; Michael Angelo, 5, Via Bentaccordi; Raphael, 15, Via Ginori; Rossini, 11, Via Cavour; Mrs. Browning, Via Maggio. Most of these houses are marked with a commemorative tablet. The number of these historic dwellings must bring home to the most unobservant tourist the large number of famous men which Florence has either produced, or to whom she has proved a kind of foster-mother. The names of the streets also bear striking witness to the vast array of eminent persons connected with Florence of the past.

Before beginning any systematic course of sight-seeing the visitor to Florence will find it a good plan to devote, say, a couple of mornings to a comprehensive and well-chosen "circular cab tour," in order to familiarise himself a little with the topography of the city, and to obtain a general idea of its principal architectural features.

Drives and Excursions.—The most interesting drives practicable in the course of an afternoon are:—

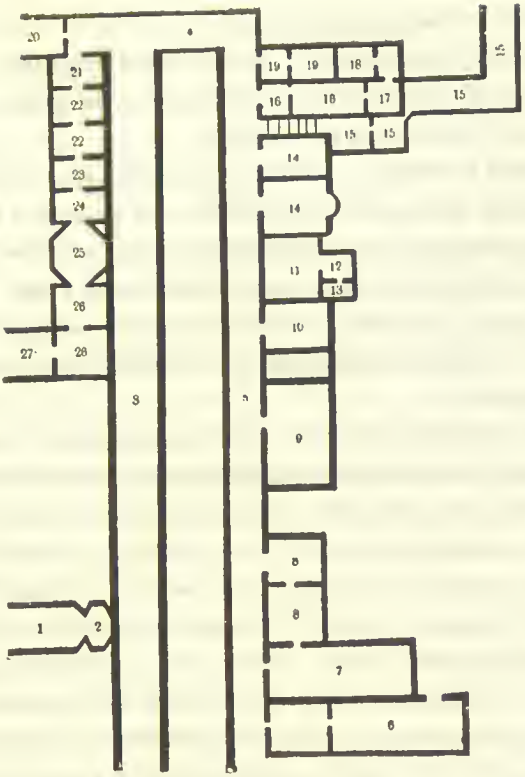
Viale dei Colli, San Miniato, Poggio Imperiale, Torre del Gallo, Villa di Galileo, returning by the Porta Romana: two to three hours. This interesting circular tour can also be conveniently and economically managed by taking the trams which leave the Piazza della Signoria every half-hour for Poggio Imperiale and Gelsomino by way of Ponte di Ferro and Viale Michel-angelo. At Gelsomino the trams to Porta Romana and Piazza della Signoria can be taken, thus completing the circuit. Certosa d'Ema, 6 fr., allowing one hour's stay at the monastery. If the prettier route by the Viale dei Colli be taken, the charge will be higher. This excursion can also be done

very comfortably by the steam trams which leave the P. Beccaria every hour for Certosa *viâ* Viale dei Colli. Fare : 55 and 50 c. Mount Oliveto and Bellosguardo. A drive worth taking for the views alone. Going by Via Romana and returning by the Ponte Sospeso at the eastern end of the Cascine, the drive will take about two hours. Fiesole. Without exception the most beautiful drive near Florence. A very convenient electric tram service leaves the Piazza S. Marco hourly from 8 a.m. to 6 p.m., 70 c. ; return, 1 fr. For a cab, 8 fr. will probably be asked, but less will often be taken, especially in the mornings. Castello di Vincigliata. A much restored mediæval castle belonging to Mr. Temple Leader, situated on a commanding position to the S.E. of Fiesole. Worth visiting. Fine views. Open Thursday and Sunday from 8 to 5. *Permesso* can be obtained at 14, Piazza Pitti, Florence. Drive, three hours there and back. The following summary of drives and excursions is taken from the *Italian Gazette :—Out of Porta San Frediano :* Monte Oliveto—Monticelli—Legnaia—Ponte a Sieve—Scandicci—Bellosguardo—Signa. *Out of Porta Romana :* Cantagalli Pottery and Artistic Majolica (21, Via Senese)—Certosa—Poggio Imperiale—Arcetri (Astronomical Observatory)—S. Margherita a Montici—Torre del Gallo (Galileo Observatory)—S. Miniato—Piazzale Michel-angelo—Impruneta. *Out of Porta San Niccola :* Ponte a Ema—Valley of the Ema—Antella—Badia—Bagno a Ripoli—Galleria del Prete. *Out of Porta alla Croce :* S. Salvi, Cenacolo of A. del Sarto—Settignano —Castle of Vincigliata (permit necessary)—Rovezzano. *Out of Porta San Gallo :* Montughi (Villa Stibbert)—Castello (Villa Reale della Patraia)—Doccia—La Loggia (Villa Salviati)—Badia—San Dominico (Villa Palmieri)—Fiesole—(Villa Spence, Scavi, Etruschi, Duomo)—Pratolino Park, Villa Demidoff. Permit necessary.

Of the more distant excursions, the Vallombrosa

Monastery and Camaldoli are by far the most interesting. Since the mountain railway from S. Ellero (on the Florence-Rome Railway), to Saltino, Vallombrosa can be managed in one day if the morning train from Florence be taken; but such a hurried visit is not recommended. The train leaves the Central Station, Florence (Ponte Croce Station ten minutes later) at 7.40 a.m., reaching Saltino (about two miles from the Monastery) at 10 a.m. The return train leaves Saltino at 5.10 p.m. Fare: 4 fr. single, 6 fr. return.

The trip to Camaldoli is not often undertaken, as it involves a long and tedious train journey, but the grandeur and wildness of the scenery fully reward the enterprise of the tourist. Two days at least are required. Leaving Florence by the early morning train, Arezzo is reached in about an hour. Here change carriages for Poppi (line recently opened) 1½ hour's journey. Here a carriage can be obtained for Camaldoli (12 kil.). Charge, 8 fr. Camaldoli is becoming a favourite summer station as well, and consequently there is good hotel accommodation (Grand Hotel, a *succursale* of Grand Hôtel Bretagne, Florence. *Pension* 12 fr.). A far more interesting route, passing through the finest and boldest scenery to be found within fifty miles of Florence, is *viâ* Pontassieve and the Monte Consuma Pass. A carriage to Poppi can be had for 15 fr., or with two horses (necessary for four persons or more) 24 fr. During the spring a diligence, in connection with the hotel at Camaldoli, meets the morning train at Poppi.



GALLERIA DEGLI UFFIZI.

1. Primo vestibolo.
2. Secondo ,,
3. Primo corridore.
4. Secondo ,,
5. Terzo ,,
6.
7. Gallcria Feroni.
8. Bronzi antichi.
9. Salla dclla Niobe.
10. ,, del Baroccio.
11. ,, delle Iscrizioni.
12. ,, dell' Ermafrodito.
13. ,, dei Cammei.
14. Ritratti dei Pittori.
15. Corridore o passaggio che conduce alla Galleria Pitti.
16. } Corridore e sala di Lor-
17. } cnzo Monaco.
18. Gabinetto dclle Medaglie.
19. Scuola Veneziana.
20. Gemme.
21. Scuola Francese.
22. ,, Tedesca e Fiam-
23. ,, Olandese. [minga.
24. ,, Italiana.
25. Tribuna.
26. Scuola Toscana.
27. Sala di antichi maestri.

7. *Public Picture Galleries.*

(1) *The Uffizi Galleries.*—These, with the Pitti Galleries, combine to form what is perhaps the largest and most famous Art Collection in Europe.

The Uffizi is much the larger, and contains a far larger proportion of comparatively indifferent pictures than does the Pitti collection, which boasts of "a relatively greater array of masterpieces than any collection in Italy." Visitors staying only a week in Florence are recommended to devote at least two mornings to the Uffizi, and one to the Pitti collection.

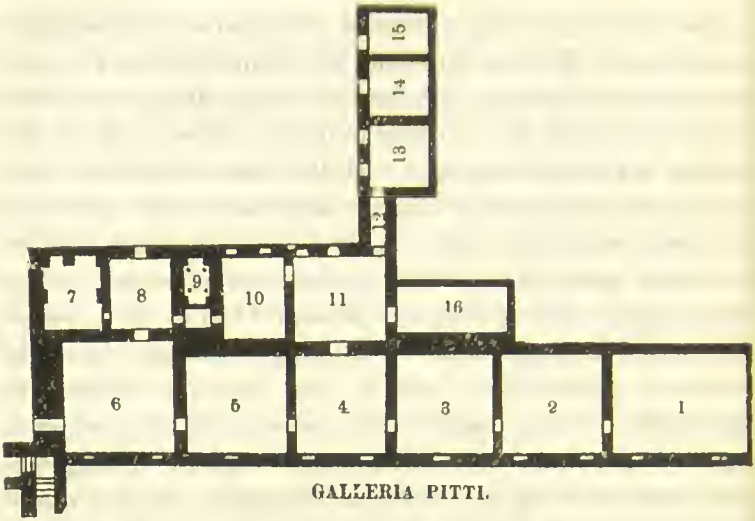
The whole collection has been for some time undergoing the lengthy process of re-arrangement and re-numbering. None of the innumerable Florentine guides and books of reference, except, of course, Karl Károly's "Handbook to the Florence Galleries" (see list below) give as full a list as is to be found in Grifi's "Saunterings in Florence." The little Italian guide book "Firenze e Dintorni" (also in French and English, 1 fr.), published by Treves Fratelli, Milan, will, however, be found sufficient by most visitors. The gems of the whole collection are placed in Room No. 25, the Tribuna, which is a kind of *sanctum sanctorum* of art. Entering from the corridor, the world-renowned Venus de Medici confronts the visitor. This statue is considered to represent the nearest approach to the highest ideal of feminine beauty.

It has been found necessary to omit the abridged catalogue of the more noteworthy pictures given in the last edition of MEDITERRANEAN WINTER RESORTS, as it occupied too much space.

Some very important changes have been made in this gallery within the last two or three years. Three new rooms have been opened to admit the valuable gifts of Mr. Walker, Mr. Orchardson, the Florentine artist Boldini, Roby the Belgian, and the Swiss painter Charles Giron.

In the first of the three rooms is exhibited a well-arranged collection of Tuscan art, from its commencement to the seventeenth century. The other rooms will require some time before they are entirely in order. The whole of the gallery has been rearranged with the most scrupulous care to specify accurately the artist and date of the different pictures; many of which, having been for years hidden in cellars under the Uffizi, are now being located in the new rooms. Among them is a beautiful Venus, by Lorenzo di Credi, at first sight resembling strikingly that of Botticelli, painted no doubt in the studio of Andrea di Verrocchio. It has been hidden here since 1869, when it was brought from the Grand Ducal Villa of Cafaggiolo, now possessed by the Princess Borghese. Another gem brought to light is that of a half-size figure of a youth, with a rocky landscape behind him, supposed to be by Leonardo da Vinci in his young days. Among the gifts of modern artists are those of the heirs of the great French portrait-painter David.

The following are the more important alterations in the arrangements of the Uffizi during 1897. The unique collection of portraits of painters painted by themselves, formerly in Rooms 14 and 15, were removed to four new rooms on the first floor. The collection of cameos (Room 18) have been removed to the Archæological and National Museums. The pictures in the Hall of Niobe have been replaced by four large historical tapestries.



GALLERIA PITTI.

1. Sala di Venere.
2. ,, d'Apollo.
3. ,, di Marte.
4. ,, ,, Giove.
5. ,, ,, Saturno.
6. ,, dell' Iliade.
7. Stanza della Stufa.
8. ,, dell' Educazione di Giove.
9. Bagno.
10. Stanza di Ulisse.
11. ,, ,, Prometeo.
12. Corridore delle Colonne.
13. Stanza della Giustizia.
14. ,, di Flora.
15. ,, dei Putti.
16. Galleria dei Poccetti.

(2) *The Pitti Galleries.*—Famed chiefly for pictures of Raphael, eleven undisputed works by that master being hung here. Entering the gallery at Room 6, it is advisable to walk straight through the saloons, and begin with Room 1 (Sala di Venere), as the numbers in the official catalogue (from which the numbers in this summary are taken) commence at this room. The light in some of these saloons is indifferent, and, if possible, the galleries should be visited on a fine clear day.

The ordinary visitor, who does not lay credit to a profound knowledge of art, will probably prefer this gallery

to that of the Uffizi, as the chronological order of the different schools, so strictly preserved in the latter, is quite ignored here, the great object being to "ravish and delight the eye."

The Sala di Saturno may be considered to be the Tribuna or Salon Carré of the Pitti. Here are to be seen many of Raphael's masterpieces, including the famous Madonna della Seggiola, the Granduca Madonna, and the portrait of Doni.

The most interesting of the recent acquisitions is the Pallas by Botticelli, discovered in an antechamber of the Pitti Palace by Mr. William Spence, of Florence, in 1894. Its authenticity is admitted by most experts.

(3) *Academy*, 52, Via Racasoli.—Officially known as Galleria Antica e Moderno. Open daily 10 to 4, 1 fr. Next to the Uffizi and Pitti collection the most important and valuable in Florence. Its special feature is the collection of pictures by Tuscan artists of the fourteenth and fifteenth centuries. This gallery should be visited before the Pitti and Uffizi, for which it affords an excellent introduction. Its most interesting features are the Botticellis, and Michael Angelo's celebrated colossal statue of David, which, in the opinion of Vasari, surpasses all ancient and modern statues.

(4) *Sta. Maria Nuova*, 29, Via Bufalini, 50 c.—This small but valuable collection is not seen to advantage in the dark and gloomy rooms where the pictures are hung. Petitions for its removal to the Academy have been extensively signed.

(5) *Gallery of Buonarroti*, 64, Via Ghibellina.—Open daily (except Sunday), 50 c. Monday and Thursday free. Contains a small collection of studies and sketches by Michael Angelo.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—See above.

Church Services.—Holy Trinity, Via La Marmora. Chaplain, Rev. A. A. Knollys, M.A., Sunday 11 and 5. H.C. 8.30 and 12.15. St. Mark's, 18, Via Maggio. Chaplain, Rev. H. Tanner, M.A., Assistant-Chaplain, Rev. P. L. Hunt, Sunday 11 and 5. H.C. 8.30 and 12. St. James (American Church), 11, Piazza del Carmine. Rector, Rev. H. A. Venables, M.A., 11 and 4. Presbyterian Church, 11, Lungarno Guicciardini (next Pension Molini Barbensi), Rev. D. Croom, M.A., Sundays 11 and 4. St. Joseph, Via S. Caterina (Roman Catholic), for English-speaking Catholics. Open November to May. Mass, Sunday, 8.30 and 10. Benediction and Sermon, 3.30 p.m. Rector, Mgr. Harington Moore, M.A.

Consuls.—H.B.M. Consul-General, Major Percy Chapman; Vice-Consul, G. Placci, Esq., Consulate, 2, Via Tornabuoni. Hours 10 to 12 and 2 to 4. U.S. Consul, Hon. F. B. Keene, Consulate, 10, Via Tornabuoni.

English Doctors.—Dr. A. R. Coldstream, 7, Via Ferruccio; Dr. T. Henderson, 1, Lungarno Guicciardini; Dr. G. Garry, 2, Via Vecchietti; Dr. Laing Gordon, Via Palestro; Dr. C. R. Parke (American), 6, Via Garibaldi. Hours of consultation usually 2 to 3.

English Dentists.—Messrs. Dunn, 9, Via Tornabuoni; Dr. Schaffner (American), 8, Via Cerretani.

English Hospital.—48, Via Bolognese.

Private Hospital.—Villa Betania, Via Poggio Imperiale. A convalescent home for paying patients, 12 fr. a day. Apply for admission to Dr. Bottari, 6, Via de Serragli.

English Nurses' Institute.—Apply to Rev. A. A. Knollys.

English Chemists.—H. Roberts & Co., 17, Via Tornabuoni; Munstermann (late Groves), 5, Via Borgognissanti; Anglo-American Pharmacy, 39, Via Cavour; Pharmacie Internationale, Via Strozzi.

English Stores.—Anglo-American Stores, Via Cavour.

English School. — Anglo-Italian College, 67, Via Sta. Reparata. Principal, C. Bartlett Begg, Esq., M.A.

Postal Arrangements.—Head office, Piazzi degli Uffizi, 8 a.m. till 9 p.m. Branch offices at the railway station (9 a.m. to 10 p.m.), Piazza Cavour, Via dei Fossi, Piazza Beccaria, etc., 9 a.m. to 6 p.m. Three arrivals of English mails daily at 6.34 a.m., 4.17 p.m., and 11.45 p.m.; but only two deliveries, at 9 a.m. and 6.30 p.m. Collection for English mail, street boxes, 6 p.m.; head office, 7.15 p.m.; and station office, 7.45 p.m. (*viâ* Turin) and 9.10 p.m. (*viâ* Milan). The station boxes are cleared five minutes before departure of each mail train. Mails for the U.S., Mondays and Thursdays, same hours, and for India, Saturday 8.40 p.m. at head office; 9 p.m., station. Boxes for newspapers (*Cassetta per Stampe*) are usually next to letter-boxes (*Cassetta per Lettere*), and visitors should be careful to discriminate between them.

Four local deliveries daily. Fiesole is now inside the local postal district, as well as Bellosguardo. Postage: Town ("*città*"), 5 c.; letter-cards (*biglietto postale*), 5 c.; Italy, 20 c.; foreign countries in Postal Union, 25 c.; post-cards 10 c., reply (Italy only), 15 c.; abroad, 20 c. Parcel Post, not exceeding 5 kil., 2 fr. 75 c. to England. In Italy, not exceeding 3 kil., 60 c.; 5 kil., 1 fr.

Letters are delivered in London on the evening of the second day.

N.B.—It is not generally known that six hours can be gained by posting letters in the station in Milan box (near Buffet) before 2.46 p.m. (or in train up to 3 p.m.). As this is not a mail train, there is no official notice of it. Letters by this service should reach London on the *morning* of the second day.

Telegraphs.—Head office, 12, Via del Proconsolo (always open); branch offices: railway station, 26, Via Pisana, Porta Romana, 24, Piazza Cavour, 5, Piazza Beccaria, 5, Via di Ripoli, 104, Via dei Vecchietti, 26, Via Borgognissanti, 9 to 6, and Via Vigna Nuova.

Rates in addition to 1 fr., England, 26 c., France and Switzerland, 14 c., and Germany 20 c. a word.

Italy, 1 fr. not exceeding 15 words, each additional word 5 c. Florence 50 c. 15 words, and 5 c. each extra word. Urgent telegrams (*telegrammi urgenti*) thrice above rates. These take precedence of ordinary telegrams.

Public Telephone. — Via dei Vecchietti. Communication direct with Rome, Genoa, Nice, Paris, and other large cities.

English Bankers.—Haskard & Co., Limited, Palazzo Antinori, 3, Piazza Antinori; French, Lemon & Co., 2, Via Tornabuoni; Maquay & Co., Via Tornabuoni; Thos. Cook & Son, 10, Via Tornabuoni.

Money.—Italy no longer belonging to the Latin Monetary Union, its coins are not received outside the peninsula. Silver coins of France, Switzerland, Belgium and Greece are in return refused in Italy. Italian bank notes are for 5, 10, 25, 50, 100 lire and upwards. The notes for 1 and 2 lire have been discontinued. Coins: gold, 10 and 20 lire; silver, 1, 2, and 5 lire; nickel, 20 c. and 25 c.; and copper, 1, 2, 5 and 10 c. Advisable for traveller passing through Florence to take only notes of the Banca Nazionale (Biglietti di Stato).

Baths.—Baroncelli, 16, Via SS. Apostoli, 1 fr.; Franceschi, 19, Via Vigna Nuova, and 28, Via Parione, 1 fr.; Via dei Pecori (near Piazza Vittorio Emanuele); Ordinary and Medical Baths, Via Bonifacio Lupi.

Cafés.—Doney, 16, Via Tornabuoni. (The Café Doney no longer exists; but the confectioner next door, called Doney—Thomson-Doney, proprietor—has coffee and tea rooms.) Giacosa, Via Tornabuoni, also a confectioner. These can be recommended to ladies. Gambrinus, Piazza Vittorio Emanuele; Antico Bottegone, Piazza del Duomo. Caffe nero (black coffee), 20 c. to 25 c.; ice, 30 c. to 50 c.; beer, 35 c. Waiter, 5 c. to 10 c. For open air *cafés* and *café*-concerts, see under "Amusements."

Restaurants.—Doney. *Table d'hôte* from 6 to 8 p.m., 7 fr. Capitani, 11, Via Tornabuoni; dinner same hours, 5 fr. Waiter, 50 c. Both good, but expensive. Generally close about 9 or 9.30. Dinners from 3 fr. to 3 fr. 50 c., could be obtained at Melini, 13, Via Calzaiuoli; Bonciani, 23, Via Panzani; Alhambra, Piazza Beccaria; Gambrinus, Piazza Vittorio Emanuele; Toscana, 3, Via Calzaiuoli. Good dinner for 3 fr. 50 c. Capitani & Brun, 28, Via Montebello, make a speciality of sending out dinners (*diner à domicile*). For genuine Florentine cookery and Tuscan specialties the Paoli might be tried. Service very primitive. Not recommended for ladies.

English Tea Rooms.—Albion Tea Rooms, 5, Via dei Vecchietti, very select; also Italian Tea Rooms, concert during season; Digerini, Marinai & Co., 5A, Via dei Vecchietti, next Vieusseux Library.

Living Expenses.—Florence, compared to other large towns in Italy, is a fairly cheap place for foreign residence, though prices have risen considerably the last few years. Living is decidedly cheaper here than at Genoa, Venice, or Rome, for instance. Furnished apartments cost considerably less than at the more frequented Riviera stations. The charges at the innumerable private *pensions* are, owing to the severe competition, decidedly moderate; but this does not apply to the more fashionable *pensions*, where prices are as high as at the hotel *pensions*. The rents of villas and flats are low, but on the other hand the various taxes are excessive, so that the occupant of a villa or apartment will, in the long run, have to pay almost as much as for similar accommodation at Nice or Mentone. There are various local taxes, such as a "family tax" of 20 fr. a year. Furnished apartments (six to seven rooms) from about 250 fr. a month. The rent of same unfurnished would be from 1,200 fr. a year. It would be difficult to get suitable apartments at a lower rent, and for flats in a fashionable street or Piazza these rents may be doubled. Wages for a maid-servant from 30 fr. a month (with wine); a male cook or coachman costs 40 to 60 fr. Meat of good quality dearer than in England; fruit, vegetables, wine very cheap. Most expensive items of housekeeping are coffee (5 to 6 fr. a kilog.); tea (12 to 15 fr. a kilog.); sugar (1 fr. 60 c. to 2 fr. a kilog.); milk (30 to 40 c. a litre); salt (60 c. a kilog.); wood from 50 fr. the 1,000 kilos (40 to 45 if bought early in the season).

On the other hand, public amusements (theatres, café-chantants, concerts, etc.) are very cheap. Sight-seeing is not costly, and means of communication are plentiful at moderate rates. Visitors to Florence will find that incidental expenditure for petty sundries would probably be much less than in the winter resorts of the south of France. For instance, prices at *cafés* are very moderate, and commissionaires, guides, shoeblacks, cigars (Trabucos 20 c., Minghetti 15 c., smokable), tobacco, matches, etc., cost little.

Speaking generally, the notion that the cost of living in Italy is actually much less than in England for *English people* is an erroneous one. As a matter of fact, housekeeping, except for those who "know the ropes" and personally undertake shopping, etc., costs considerably more. Provisions and necessities are no cheaper as a rule, and luxuries (except native ones) are very expensive, owing to the enormous import duties. This counterbalances the comparative lowness of rents and wages, recreations, locomotion, etc.

Indirectly, no doubt, living abroad for an English family is more economical, because retrenchment with a reasonable amount of society and entertaining is feasible in a French or Italian city, whereas it is not possible as a rule in London. The economy of a foreign residence is, in short, mainly due to absence of heavy direct taxation, lowness of rents and wages, and the non-necessity of keeping up a large establishment, and this of course means no loss of caste abroad.

Clubs.—The Florence Club, 5, Piazza Vittorio Emanuele; Subscription: one month, 25 fr.; three months, 65 fr.; six months, 100 fr.; whole year, 150 fr. Honorary members admitted by committee for two days gratis, or one week for 10 fr., on introduction by two annual members. No introduction necessary in the case of members of the leading London clubs. A comfortable and well-appointed little club. Monthly house dinners. English billiard table. Circolo dell' Unione, 7, Via Tornabuoni. Strangers can be admitted for short periods if introduced by a member. Florence Lawn Tennis Club, Cascine. Subscription: one month, 10 fr.; four months, 30 fr.; season (November 1st to June 1st), 50 fr. Four courts of gravel and asphalt. A candidate must be nominated by a member. Golf Club. Links (9 holes) at San Donato. Entrance fee: 10 fr.; annual subscription: 50 fr. (ladies 35 fr.); visitors (introduced by members): 2 fr. per day, or 10 fr. per week.

Conveyances and Local Communications.—Cabs: The course —*i.e.* anywhere within the Octroi (*Dazio Consumo*), 1 fr.; night (from October to March after 7 p.m.), 1 fr. 30 c. First half-hour, 1 fr. 20 c. Night, 1 fr. 50 c. Each subsequent half-hour, 80 c., and 1 fr. at night. Outside the Octroi, first half-hour, 2 fr.; subsequent half-hours, 1 fr. But for a whole day or after-

noon excursion it is advisable to bargain. Very good omnibus services run every ten or fifteen minutes from the Piazza della Signoria to the different gates, 10 c. No smoking allowed in interior.

Excellent electric tramway services. The chief termini are Piazza dei Guidici (near Uffizi Palace on the Lungarno), Piazza del Duomo, and Via dei Pecori. For times and fares, see *Orario Generale dei Tramways*, to be obtained at all the kiosques, price 15 c.

Goods and Forwarding Agents.—Arcangioli, Gatti & Co., 6, Via Vecchietti; Mr. F. H. Humbert, 20, Via Tornabuoni; Anglo-American Stores, 43, Via Cavour; French, Lemon & Co., 4, Via Tornabuoni.

Land Agents.—Montgomery, Neilson & Co., 3, Via Tornabuoni.

House Agents.—Arthur W. Higgs, 8, Via dei Pecori; Anglo-Italian Agency, 46, Borgognissanti; Bizarri, 13, Via dei Pucci; Sclavi, 5, Via del Giglio. In taking apartments or a villa, pay special attention to the means of warming, stoves, *caloriferes*, and also to the system of drainage, etc. For invalids a south aspect is of course imperative.

Guides, Interpreters, etc.—A guide is not really required unless the visitor is in a hurry, in which case the cicerone's topographical knowledge would prove useful. They can be procured at Cook's offices for about 1 fr. the hour, or 6 fr. the day. The licensed guides (hat with inscription *Guida Autorizzata*) are 2 fr. the hour, and 50 c. each half-hour after. For commissionaires (*facchini*) the tariff is 20 c. for a course, or 70 c. for the hour; but for a course payment is usually made dependent on the length. Offices, Via della Terme and Via della Stazione. Messenger boys (called *Espressi*) can be hired at 2, Via de' Conti.

Language.—French is spoken at nearly all shops visited by English people, and often English. At most of the hotels English is understood. Minor officials, custodians, policemen (*guardie*), cab-drivers, *facchini*, however, as a rule only speak Italian.

Newspapers.—*The Italian Gazette*—published on Tuesday from November to May—20 c., 33, Via San Gallo. Has a

complete and accurate residents' and visitors' list in each issue. *La Nazione*, 5 c. *Corriere Italiano*, 5 c. *Fieramosca*, 5 c., daily.

Passports. — Not absolutely necessary in Italy, except for obtaining registered letters from the *Poste Restante* (*Ferma in Posta*). All strangers are, however, strongly advised to be supplied with one.

Reading Rooms and Libraries.—Vieusseux, 10, Via Vecchietti, near the Duomo. Subscription to reading-rooms: admission, 50 c.; one week, 3 fr.; fortnight, 5 fr.; month, 7 fr.; three months, 14 fr.; six months, 23 fr. Open 8 a.m. to 10 p.m. Plentifully supplied with English newspapers. Subscription to circulating library: for one vol., one week, 1 fr.; one month, 3 fr.; three months, 7 fr.; six months, 13 fr. Open 9 to 5.

Circolo Filologico, Palazzo Feroni, Via Tornabuoni; subscription, one month, 4 fr.; Vanni, 12, Via Tornabuoni. French and Italian literature.

Shops.—The best and most fashionable shops are nearly all in the Via Tornabuoni, and in or near the Piazza Vittorio Emanuele; but these are dearer than others of the same kind in the other quarters of the city.

Antiquities.—S. Bardini, 1, Piazza dei Mozzi.

Art Pottery.—Cantagalli, 19, Via Senese; R. Ginori & Co., 7, Via Rondinelli.

English Bakers.—Müller & Balboni, 5, Via della Vigna Nuova.

Bazaar.—Toys, stationery, cheap presents, etc. Quarantotto, Via del Corse (every article 48 c.).

Bicycle and Motor Car Manufacturers and Agents.—Bartoli, 4, Piazza Vittorio Emanuele (Agent for Singer Cycles); Alberti, 6, Via dei Pucci; Bianchi, 6, Piazza Vittorio Emanuele. Charge from 1 fr. to 2 fr. an hour.

Booksellers.—Flor & Findel, 24, Lungarno Acciajoli; Paggi, 15, Via Tornabuoni; Pineider, Via Tornabuoni; Paravia, 9, Via Tornabuoni; B. Seeber, 20, Via Tornabuoni; George Cole, 17, Via Tornabuoni; Bemporad, 7, Via Proconsolo.

Bootmaker.—G. Chiostri, Via Porta Rossa.

Butchers.—Donnini, 90, Via Firenze, Mercato Centrale.

Joints cut in English fashion. Monsani, 1, Via dell' Ariento.

Confectioners.—Giacosa, 11, Via Tornabuoni; Doney, Via Tornabuoni; Gilli, 10, Via Calzaiuoli, and Piazza Vittorio Emanuele; Digerini, Marinai & Co., Via Vecchietti.

English Dairy.—A. Fossi, Monte Oliveto Dairy, near Porta S. Frediano. Milk in sealed jars 60 c. a litre (45 c. to residents).

Florists.—Scarlatti, 29, Via Tornabuoni; Cianchi, Via dei Panzani; Franchi, 10, Piazza del Duomo. Flowers can be obtained very cheaply at the Thursday flower market at the Mercato Nuovo.

Furniture Warehouse.—Berardi, Via dei Banchi.

Glover.—Spooner, 31, Via Tornabuoni.

Grocers.—Unione Co-operativa, Via degli Strozzi (Italian counterpart of English Stores); Corsini G., Via Porta Rossa. See also *English Stores.*

Hairdresser.—Del Sette, 1, Piazza Sta. Trinità.

Hatters.—Bessi, 5, Via Tornabuoni; Cattaneo, Meucci, Via Cerretani.

Hosier.—H. Neuber, 20, Via Tornabuoni.

Jewellers.—G. Accarisi, 17, Via Tornabuoni; Marchesini, Via Tornabuoni; L. Settepassi, 5 Ponte Vecchio.

Ladies' Hairdresser.—J. Delestre, 7, Via Rondinelli.

Ladies' Outfitters and Dressmakers.—Mme. Bossi, 2, Via Rondinelli; S. Bellom, 3, Via Tornabuoni; Mme. Campolini, 7, Via dei Pecori.

Laundress.—Arrighi, Borgo S. Frediano.

Leather Goods, Trunks, etc.—Zanoni, 15, Via Calzaiuoli.

Livery Stables.—Bianchi, 10, Via Oricellari; Lovera, 3, Via Lorenzo Il Magnifico; Rossi, 13, Via dei Fossi. Usual charge for a saddle-horse, 8 or 10 fr. for the afternoon, or 15 fr. for the day.

Mosaics.—H. Bosi, 1, Via Tornabuoni; Boncinelli, 2, Via Por. Sta. Maria; Bazzanti, 12, Lungarno Corsini; Sandrini, 3, Via dei Fossi.

Opticians.—S. Piancastelli, 1, Via Strozzi; Fabre, 8, Via Cerretani; Orsini, 10, Via Calzaiuoli.

Photographers.—Montabone, 3, Via dei Banchi (portraits);

Alinari, 20, Via Tornabuoni; Brogi, Lungarno delle Grazie; Alvino, Via Nazionale; Schemboche, Via Borgognissanti.

Photographic Materials.—Piancastelli, 1, Via Strozzi.

Stationers.—A. G. Cole, 17, Via Tornabuoni; Barocchi, 22, Via Panzani.

Statuary.—Pugi Fratelli, 12, Via Borgognissanti.

English Tailor.—Cellerini, 4, Via di Martelli.

Tobacconist.—Parenti, 15, Via Tornabuoni. Havanna cigars. Best "natives" are Minghetti, 15 c.; Trabucos, 20 c.

Umbrellas.—Boni, 3, Via Tornabuoni.

Watchmaker.—A. Barbani, 3, Via Cerretani.

Wine Merchants.—Anglo-American Stores, 43, Via Cavour; Melini, 13, Via Calzaiuoli (Italian wines). The best "private canteen" is the Cantini degli Albizi, 14, Borgo degli Albizi. The Tuscan Wine Growers' Co., Ltd., formed for the purpose of manufacturing Italian wines on the approved French methods, have recently built offices, and a *Fattoria* for the "Monti Toscani" (Chianti) brand at Gelsomino, near Florence.

Wood Carver (*frames*).—M. Coppede, 7, Lungarno Guicciardini.

Tourist Agents.—Thos. Cook & Son, 10, Via Tornabuoni; Int. Sleeping Car Co.'s Agency, Railway Station.

Maps.—Maps of Tuscany, corresponding to our reduced Ordnance Survey maps, can be obtained at B. Sceber's, 20, Via Tornabuoni, at 1 fr. per sheet. Maps prepared by the Instituto Militare can be procured at 6, Via Cavour.

Books of Reference, Guide Books, etc.—Baedeker's "North Italy" 1903, 8*s.*). Devotes about 100 pp. to Florence. Murray's "Central Italy" (1892, 6*s.*). Grifi's "Sauntering in Florence," the cheapest and most comprehensive local guide published (2nd ed., 1898, 2*s.* 6d., Unwin). Barbéra's "Guide-Souvenir de Florence," by Dr. J. Marcotti (408 pp., 7 fr.). Gives a great deal of information. Treves' "Firenze e Dintorni" (2 fr.). Fratelli Treves, Milan, 121 pp. The best pocket guide in Italian. Pineider's "Manual of Florence" (142 pp., 1*s.*). Published annually in English, French, and Italian. A cheap and very useful little handbook. Black's "Florence" (1902, 1*s.*). The

most complete pocket guide book published in English. Cook's "Handbook of Florence" (1*s.*). Very readable. Hare's "Florence" (3*s.* 6*d.* Allen, 1904). "Florence" (1897, 3*s.* 6*d.*, Grant Richards). One of Grant Allen's new historic guide series.

Ruskin's "Mornings in Florence." Mrs. Oliphant's "Makers of Florence." Miss Horner's "Walks in Florence." Mrs. Leader-Scott's "Tuscan Sketches and Studies" and "Echoes of Old Florence." "The Tuscan Republics" (Story of the Nations Series. Fisher Unwin, 1892, 5*s.*). "The Story of Florence," by E. G. Gardner (4*s.* 6*d.*, 1900, Dent). "In Tuscany," by M. Carmichael (Murray, 1900). "Guide to the Paintings of Florence," by Karl Karoly (Bell & Sons, 1893, 5*s.*). "The Lily of the Arno," by V. W. Johnson (Gay & Bird, 1892, 12*s.* 6*d.*) "History of Florence," translated by F. T. Perrens (Vol. I., Methuen, 1892, 12*s.* 6*d.*). "Literary Landmarks of Florence," by Laurence Hutton (1896, Harper). "Lamia's Winter Quarters," by Alfred Austin (1898, Macmillan).

FLORENCE IN ITS MEDICAL ASPECT.

By Stuart Tidey, M.D.

While Florence stands in high favour with English visitors as a residential city, it lays no claim to being a winter health resort for any large class of invalids. The cold N.E. winds which prevail during the short winter are calculated rather to develop the resisting powers of the healthy than to act beneficially on the lowered vitality of the invalid. The latter must choose either to quit Florence during the cold months, or to select well-appointed quarters in a sheltered district and lie close during the prevalence of the cold winds. In choosing an apartment special attention should be paid to the heating apparatus, the carpeting and hangings, *i.e. portières* and curtains. The sensation of cold during the winter in Florence is not due to the low temperature, but firstly to the prevalence of the cutting N.E. wind, which causes rapid abstraction of heat from the body by evaporation, and secondly to the defective arrangements for the maintenance of warmth in the houses.

The accompanying chart, compiled from eight years' (1890–

1897) meteorologieal reeords, gives the mean temperatures and direetion of the prevalent winds for each month in the year.

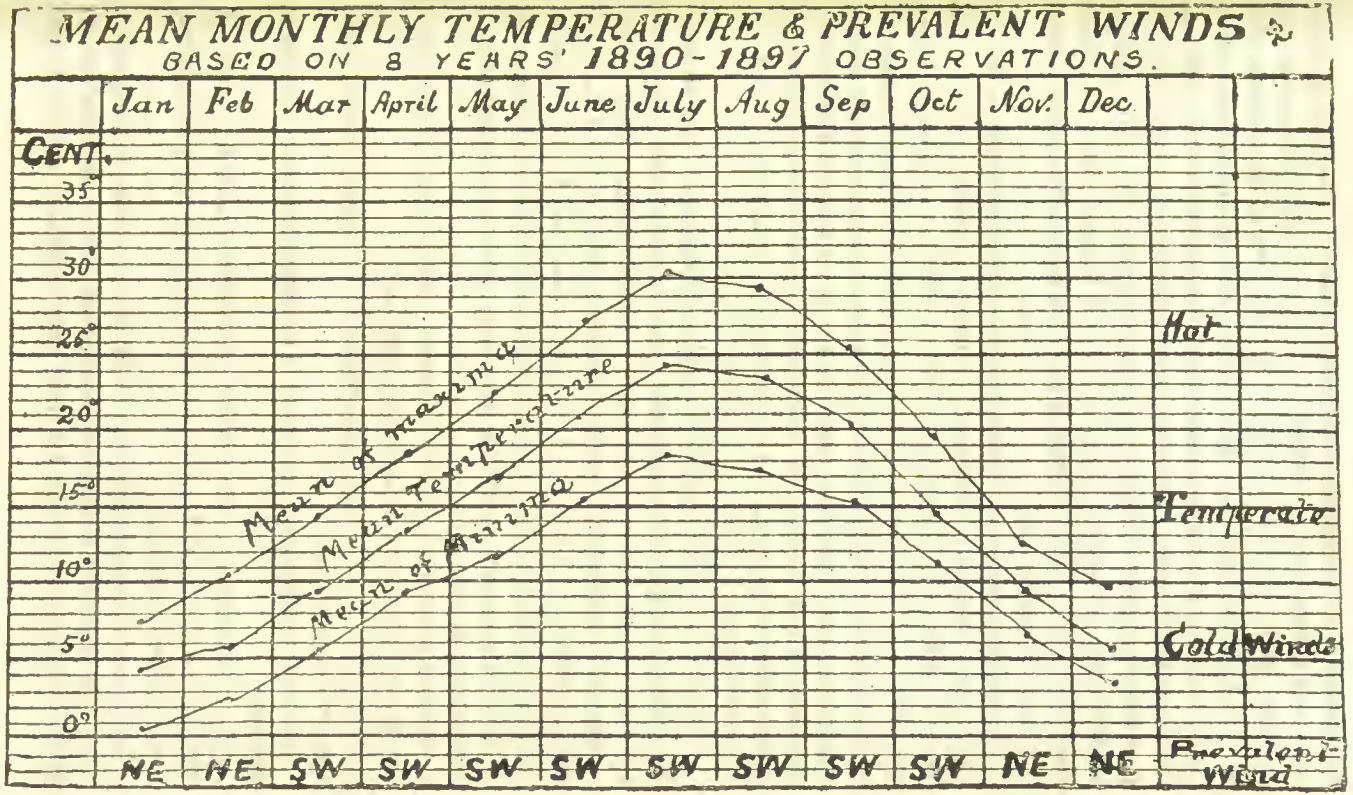
Thus, the mean temperature for the eoldest month, January, is over 5° C. above freezing point, the mean of the minima is half a degree C. above freezing point, and the mean of the maxima is $7\frac{1}{2}$° C. above freezing point. A further reference to the daily temperatures for the years 1893–1898 shows that in the month of January there are, on an average, night frosts on $11\frac{1}{2}$ days, in February on $6\frac{1}{2}$ days, in Deeember on $4\frac{1}{8}$ days, in Mareh on $2\frac{1}{6}$ days, and in November on $\frac{2}{8}$ day. The lowest temperature recorded during these years was—9·8° C., in Mareh 1896. For this series of years the mean daily temperature was below 0° C. on an average, 6 days per year. Next to January, February and Deeember are the eoldest months, the mean temperature being nearly the same for both. The differenee between these two months is that the range of temperature is greater in February than in Deeember, henee a greater number of night frosts in February.

Mareh and November have again nearly the same mean temperature, with a similar differenee in the earlier month showing a wider range.

The prevalent wind during the four winter months, viz. January, February, November, and Deeember, is N.E. ; during the remaining months of the year it is S.W.

From these faets it may be gathered that January with its prevalent N.E. winds and lowest mean temperature is the most trying month of the year ; next in order eome February and Deeember, with prevalent N.E. winds and a mean temperature nearly the same but higher than that of January ; Mareh may be taken next in order, for though its mean temperature nearly approaehes that of November, yet it is not so fine a month, and therefore feels raw and eold. November, on the other hand, is often fine, and although the N.E. wind prevails it is not so eutting as it beeomes later in the season—in faet, November may be one of the most delightful months. The aetual plan followed by residents who wish to eseape the eold is to leave Florenee in the latter half of Deeember, and return some time in Mareh.

Thanks to his own inelement and variable elimate, the


MEAN MONTHLY TEMPERATURE & PREVALENT WINDS
BASED ON 8 YEARS' 1890-1897 OBSERVATIONS.
Jan
Feb
Mar
April
May
June
July
Aug
Sep
Oct
Nov.
Dec.
CENT.
35°
30°
25°
20°
15°
10°
5°
0°
Mean of maxima
Mean Temperature
Mean of Minima
Hot
Temperate
Cold Winds
NE
NE
SW
SW
SW
SW
SW
SW
SW
SW
NE
NE
Prevalent Wind

Englishman can withstand extremes of heat as well as of cold, and in Florence many English residents stay throughout the summer, and appear not only to survive but to flourish on the heat of July and August. But we are writing for the many who do not wish to put their powers of resistance to the test, and to them we would say, "Get away from Florence by the middle of June and keep away till September." Children, especially foreign children, are prostrated by the heat, and though adults may pass one summer in Italy without much loss of vigour, yet a second summer is most trying.

Among Mediterranean places of importance Florence shares with Venice the rare privilege of being a spring and autumn resort. From the middle of March till the middle of June, and from mid-September till well on in December, its climate is temperate, and it offers a safe haven even for the less robust sojourner; and combined with this, it affords an intellectual pabulum which is of no mean importance even from the therapeutic standpoint, and which is conspicuously absent from the more highly specialised climatic stations.

In addition to the grandest works of mediæval vigour and the noblest offspring of sixteenth-century renaissance, we have a university and schools of various kinds doing good work, both in the modern methods of research and in the Fine Arts and Literature. Added to these attractions we have a climate which is decidedly good in spring and autumn for invalids, and in which many may pass the winter in safety, provided proper precautions be taken.

Without pretence to being exclusive, the following classification may facilitate the choice of a residence :—

(1) Sheltered districts, most suitable for invalids and those who suffer from cold.

(2) Most convenient districts for sight-seeing or general purposes.

(3) Open bracing town districts, especially suitable in spring and autumn for invalids, and at all seasons for the general run of visitors or residents.

(4) Good suburban residential districts not especially sheltered.

(1) The city of Florence is situated on an extensive plain of alluvial origin, and is too far from the neighbouring hills to be

sheltered by them from the prevalent winds. The sheltered portions of the town must therefore be those which are protected by other portions and not by natural barriers. As the N. and N.E. winds are those which alone need be considered, it is evident that the south and south-west portion of the town will be more or less sheltered by all that lies to the north and north-east of it. The river Arno, however, which runs north by west, almost at right angles to the direction of the most prevalent wind, and divides the town into a larger north-east portion and a smaller south-west portion, involves a breach in the protecting mass of buildings. Hence the Lung' Arno on the north or right bank of the river, which forms the longest diameter of the town, may be considered as one of the most favoured districts. It is protected from the wind, and even on the most boisterous days sections of it form an agreeable and safe promenade, even for invalids. It has a south exposure, and, thanks to the river, the sun is not cut off by buildings. That portion of it extending from the Ponte Vecchio to the Lung' Arno della Zecca Vecchia I should consider the best.

Besides the Lung' Arno, several parts of the town offer the necessary winter conditions; among these I may mention the Piazza Sta. Maria Novella, parts about the Centro, the Via Solferino and Via Montebello, and some of the streets leading out of Via Lamarmora, near the English Church of Holy Trinity. In choosing a residence in these parts, special attention must be given, not only to the aspect of the majority of rooms, which should be south, but also as to whether the sun will penetrate into the rooms in winter. It often happens in Florence that rooms which are bathed in sunshine up to October are cut off from it in winter by buildings opposite, owing to the low solar arc. For this reason, as well as on account of the noisy streets, it is desirable to take rooms as high up in the house as circumstances permit. For the sake of quiet, the Piazza Sta. Maria Novella and the less central parts mentioned above are preferable to the Centro and more frequented thoroughfares. On this account, as well as for its good exposure, the Via degli Anselmi, just off the Centro, is good, though it affords little accommodation. The *most highly favoured district*, however, which Florence affords, lies outside the gates, and may be

included between two lines radiating from the Porta il Pino, the one to the Villa degli Angeli at Fiesole, the second to Settignano, and closed in by the sunny declivities of the heights which separate the valley of the Mugnone from the Val d'Arno. There is at present no hotel in this district, and I would venture to suggest here that a hotel on the lines of one of the Palace hotels would answer well; but it would have to provide good public accommodation and amusements within, besides some attraction in the way of outdoor recreations for a class of visitors who at present do not remain in Florence on account of the dearth of anything approaching to sport.

(2) In this category may be included all the town districts mentioned in the preceding section, together with that on the south side of the Arno, where there are many comfortable apartments and pensions and where prices are somewhat lower. The Via Tornabuoni and the Centro are the most central quarters.

(3) Under this heading may be included the "Viales" or boulevards, which run all round that portion of the town on the north bank of the river, *i.e.* from the Cascine to the Piazza della Zecca Vecchia, the Lungo il Mugnone and the streets between it and the Viales, the Piazza dell' Indipendenza, the Piazza d'Azeglio, and the Piazza Savonarola. The Viales, Piazzas, and many of the streets are broad and open, have good exposure to the sun, and are planted with trees.

(4) Country residences may be found in almost all directions out of the town. Among the districts most favoured by English residents may be named Bellosguardo, the Viale dei Colli, Pian de' Giulari, on the south side of the Arno, and Rifredi, Careggi, Sesto, Serpiolle, the Via Bolognese, and the most favoured districts mentioned under heading (1) on the north side of the river. The majority of English residents remain in Florence from September till May or June, and then leave for the summer, either going home or to Switzerland or the Tyrol; many, however, remain throughout the summer.

Since the introduction of the Aqua potabile, the water supply to the greater part of Florence has been of good quality and of sufficient quantity, except during the summer months, when it becomes scarce. Inquiry should always be made as to the source of the water, and well-water in the town should be held

in suspicion. To meet a very general demand for reliable drinking water, the market is flooded with bottled mineral waters from many sources. It would be invidious to select any of these waters for special enumeration; suffice it to say that they are generally reliable, cheap, and sold at agencies in all parts of the town, as well as at the hotels and pensions.—Good milk may be obtained in town from various sources. The Anglo-American Stores receives milk daily from some of the English villa residents. The Monte Oliveto farm outside the Porta San Frediano has organised a regular delivery of good milk twice daily throughout the town. No butter is made and no cream is sold by this establishment, and its sanitary provisions are most satisfactory. The hospitals receive their milk supply from a farm at Bagnia Ripoli, and insist on modern scientific methods in order to insure a good quality and freedom from all sources of infection.

The general death-rate in Florence has decreased from 28·06 per 1000 in 1881 to 21·85 per 1000 in 1896, and this is due chiefly to a decrease in the death-rate from infectious diseases, including tuberculosis. This result may be attributed partly to the improved water supply and partly to the efforts of Signor Boncinelli, the medical officer of health, who exercises the utmost vigilance in tracing out *foci* of infection and ordering the necessary sanitary reforms. Citizens and visitors alike owe him a debt of gratitude for work which scarcely receives its due measure of recognition.

Maloja Palace Hotel, Engadine,
July, 1898.

PART IV.

SOUTH ITALY.

"Naples! Thou heart of men which ever pantest
Naked, beneath the lidless eye of heaven."

I.—NAPLES.

THIS charmingly situated town, which has been graphically described as *un pezzo del cielo caduto in terra*, has for beauty and picturesqueness no equal in Europe, except, perhaps, Constantinople. Few towns in Europe, however, disappoint the tourist so much (*i.e.* if he comes by sea). Viewed from the sea, its superb situation on the enchanting Bay of Naples raises the expectation of the visitor to the highest pitch.

As the ship enters the Gulf, passing between the beautiful isles of Ischia and Capri, which seem placed like twin outposts to guard the entrance of this watery paradise, the scene is one which will not soon fade from the memory. All around stretches the bay in its azure immensity, its sweeping curves bounded on the right by the rocky Sorrentine promontory, with Sorrento, Meta, and a cluster of little fishing villages nestling in the olive-clad precipices, half hidden by orange groves and vineyards, and the majestic form of Monte Angelo towering above. Farther along the coast, Vesuvius, the tutelary genius of the scene, arrests the eye, its vine-clad lower slopes presenting a startling

contrast to the dark cone of the volcano belching out fire and smoke—a terrible earnest of the hidden powers within. On the left the graceful undulations of the Camaldoli hills descend to the beautifully indented Bay of Pozzuoli, which looks like a miniature *replica* of the parent gulf with the volcano of Monte Nuovo for its Vesuvius. Then straight before the spectator lies a white mass like a marble quarry ; this, with a white projecting line losing itself in the graceful curve of Vesuvius, resolves itself, as the steamer draws nearer, into Naples and its suburbs of Portici and Torre del Greco. Beyond, in the far background, the view is shut in by a phantom range of snowy peaks—an offshoot of the Abruzzi Mountains—faintly discerned in the purple haze of the horizon. All these varied prospects unite to form a panorama which, for beauty and extent, is hardly to be matched in Europe.*

Landing is felt to be a terrible anti-climax. The squabbling and wrangling boatmen put the passenger ashore at an insignificant little quay, surrounded by squalid and unfinished streets ; and the exasperation caused by the rapacity and impudence of the boatmen and porters makes him inclined to seek a deeper meaning in the proverb, "See Naples and die." Naples itself, apart from its beautiful situation and surroundings, has little of the picturesque, and has not the æsthetic attractions of Genoa, Florence, or Venice. In fact, were it not for its noble situation on the shore of what is, perhaps, the most beautiful gulf of the whole Mediterranean, Naples would be looked upon by the travellers as little more than a huge bustling seaport, and the commercial capital of Italy.

But Naples makes a delightful winter residence for those fond of pleasure and gaiety. No other large town in Italy has so many resources in the shape of public

* "Naples," by E. A. Reynolds-Ball, in "The Picturesque Mediterranean."

entertainments and amusements, or so many varied and delightful excursions in its neighbourhood. Then, to the archæologist and the antiquarian Naples offers endless attractions. In the Museum alone is collected a greater wealth of antiquarian remains than in any other museum in the world. This alone would make the city a popular resort for tourists, even were its situation as uncompromisingly hideous as that of Hanley in the Potteries.

Naples is one of the most important centres in Europe for tourists and travellers. A large number of English and American families, originally visiting the town as birds of passage, have become permanent winter residents. If it be true that "all good Americans go to Paris when they die," they qualify for it, according to the old saying, by first seeing Naples (*Vedi Napoli e por mori*). A good deal of entertaining goes on among the members of this Anglo-American colony, and visitors provided with introductions will find plenty of agreeable society.

A few weeks' stay in this lively city is a good cure for *ennui*. A city possessing an opera house like the San Carlo and half a dozen theatres can hardly be a dull place. Excellent music is to be heard at Naples. During the winter a good band plays every afternoon, from 3 p.m. to 5 p.m., in the Villa Nazionale (Public Gardens), and from time to time very good concerts are organised by the various musical societies of the town.

The Neapolitan carnival festivities are carried out with a gaiety and *abandon* which, to the spectator—for strangers are not recommended to take any active part in the proceedings—is far more interesting and amusing than, for instance, the carnival at Nice, which is more a huge advertising speculation than a purely popular festival.

Objects of Interest.—Only the briefest summary of the principal attractions and curiosities is attempted here. For full descriptions Baedeker's very complete guide to South Italy should be consulted. Naples is well done also in Macmillan's "Italy."

The principal street is the Via Roma (formerly the Toledo), which bisects the city in two unequal halves from south to north. It starts under the name of the Via Roma from the Piazza S. Ferdinando, close to the Palazzo Reale, and continues under other names due north as far as the Tondo di Capodimonte. Midway, at the Museo Nazionale, the Strada Foria branches off to the right—the old city lying between it and the sea, east of the Via Roma. The newer part lies west of these two highways and on the hills.

It would be well to make the start for all excursions from this quarter (Villa Nazionale), and not from the principal railway station, which is in the extreme east.

(1) *The Cathedral* was begun in the thirteenth century on the site of a heathen temple, and completed in the fourteenth century style, Flamboyant Gothic, with pointed arches. The principal façade is restored. It dates from the early part of the fourteenth century. Note in the Cathedral itself the Chapel of S. Januarius, with fine marble façade and beautiful bronze doors. The origin of the Chapel may be traced in a vow made during the visitation of the plague of 1527. There are fine paintings by Domenichino on copper, illustrative of the life of S. Januarius, well worth attention. The sacristy and its treasures should be seen. In the tabernacle of the high altar is conserved a vessel containing blood of the martyr saint, which is liquefied on certain days of the year in May, September, and December, and occasions great *fêtes* amongst the Neapolitans. The whole of the Cathedral is most interesting, and contains tombs of many Neapolitan celebrities, richly ornamented. The shrine (and tomb) of S. Januarius is beneath the high altar, in the crypt, which should be seen.

(2) *St. Dominico Maggiore*, built in the thirteenth century. It is probably after the Cathedral the finest church in Naples. It contains no less than twenty-seven side chapels belonging to the principal Neapolitan families. Many of these are richly

decorated, especially the Cappella del Crocefisso. In the sacristy are many royal tombs of the House of Aragon. St. Thomas Aquinas lived in the adjoining monastery, now occupied by public offices.

(3) *Monte Oliveto* is a basilica, with flat roof and no aisles. Contains many fine monuments. It was built in the fifteenth century. The church is situated in the Piazza Monte Oliveto, close to the Via Roma (Toledo).

(4) *L'Incoronata*, in the Strada Medina. Of the fourteenth century. Frescoes probably by pupils of Giotto.

(5) *Sta. Chiara*, in Strada St. Trinita, is of fourteenth-century work, but badly restored in the middle of the last century, when the frescoes of Giotto were covered with whitewash. Nevertheless, these are fine monuments, the best being perhaps that to Robert the Wise, of the fourteenth century, executed by the Florentines Baccio and Giovanni. Another monument adjoining is that of Charles, Duke of Calabria, also of the fourteenth century, and a third of Mary of Valois, his Queen. There is a fine *campanile* to S. Chiara, built nearly three hundred years after the church itself.

(6) *Sta. Maria del Carmine* is situated in the Castello del Carmine, and will be recognised by its lofty tower. It contains a few monuments of recent date that are worthy of attention, especially that of Maximilian II. of Bavaria, after Thorwaldsen.

(7) *S. Lorenzo* is a composite church containing work of the fourteenth, fifteenth, and sixteenth centuries, but extremely interesting. It was commenced by Charles I. of Anjou in 1266, and completed by Robert I. in 1324. Then the nave was rebuilt in the sixteenth century, while the belfry dates from the fifteenth century. The high altar is the most interesting of the monuments, and its reliefs, sculptured at the close of the fifteenth century, are the most important of the artistic attractions.

(8) *S. Giovanni a Carbonara*, principally built in the middle of the sixteenth century, afterwards extended by King Ladislaus, and containing his monument by Andrea Ciccione. For the sake of this monument alone the church is worth a visit. It is placed at the rear of the high altar. The church is situated in the Strada Foria, off the Strada Carbonara, not very far from the Cathedral.

(9) *SS. Severine e Sosio* is not far from the University in the Via dell' Universita. It has a beautiful interior, and well merits attention. Both the frescoes, roof, and carvings are rich in artistic design. As in some other of the churches, the monumental sculptures of Giovanni da Nola are the most noteworthy.

(10) *The Palazzo Reale*, first designed by Domenico Fontana in 1600, is really a modern work, for the original was destroyed in 1837, and the present building constructed partly of the old and partly of new material. It is open to the public on Sunday and Thursday. Apply to the porter, who in his turn secures you a pass which admits also to the Palazzo Capodimonte and Palazzo Caserta. The rooms are fine and gorgeously apparelled, but lacking somewhat in taste. The pictures are not of great value. The view from the terrace in the gardens is well worth the trouble of procuring admission.

(11) *Palazzo di Capodimonte.* This is in the north-east of the city, and is open daily. The palace is easily reached by continuing up the Toledo into the Strada S. Teresa degli Scalzi, then over the Ponte della Sanità into the Strada Nuova Capodimonte, and finally reaching the Tondo di Capodimonte, on the right of which is the park of the palace. It is about ten minutes' walk from the Tondo to the palace. The interest in the palace does not lie in its antiquity or historic associations, neither of which it in any way possesses in a serious degree. It is but 150 years old at most, and much of it dates from the years 1834-39. The gardens are very pleasing, and from them fine views are obtained. In the palace itself is a collection of pictures of no great value, being chiefly modern Italian. And schools of painting hardly exist in the Italy of to-day. But all lovers of ceramics will be interested in the collection of porcelain from the works of Capo di Monte, with quaint coloured figures raised on a white ground. Drinking cups of Capo di Monte ware are found in every English collection ; but here are seen some of the choicest specimens in existence.

(12) *The National Museum* (Museo Nazionale) is of too vast a character to describe here in detail. Its contents are unique and in a sense more precious than are those of any other Italian Museum. The discoveries in the excavations of Pompeii and Herculaneum, the results of which appear in the Museum, alone

stamp the collection as of world-wide interest, and it is to these that the antiquarian, the historian, and the ordinary tourist will direct their steps. Added to such treasures are the Farnese collections from Rome and Parma, and from the palaces of Portici and Capodimonte.

Those who have but one or two days at command are wise not to attempt a systematic examination of the objects. Better confine themselves to the Pompeian Rooms on the *Upper Floor* (C), and the other collections in the adjoining rooms. Then, before leaving, visit the frescoes from Pompeii, Herculaneum, and other of the dead and buried cities on the *Ground Floor* (marked A). Admission is one franc on week-days, and free on Sunday mornings.

Accepting the suggestion made, it will be as well to mount the stairs to the *Upper Floor*. On arrival there note the *Library from Herculaneum*, containing a collection of papyri discovered in 1752 in the villa of some student of Epicurean philosophy, and the cabinets of *domestic utensils* from Pompeii. Leave the picture gallery with but scant attention, as its contents are not of great merit. There is a fine portrait of Pope Paul III. by Titian in the Fifth Room, and many fairly good examples of various Italian schools, not peculiarly the Neapolitan. The Fourth and Sixth Rooms are the next in interest, but over the rest there is no need to linger. The Neapolitan school, which was one of the weakest of all Italy, is confined especially to the *west* side of the Biblioteca, whereas the rooms just mentioned are on the east. The *Museo Santangelo* on this floor and the *Collection of Vases* are most interesting, but not well arranged; while the *Bronzes*, from Pompeii and Herculaneum, are the most instructive of the whole collection. The complete life—luxurious, artistic, literary, recreative, and domestic—of the inhabitants of these dead cities can be learned in a visit to the two rooms, named the *Piccoli Bronzi*, in which also a model of Pompeii is found, together with every article in daily use amongst the people at the time of the destruction of the cities in A.D. 79. In a small room (*Ogetti Preziosi*) leading from the Bronzes to the Library is a collection of gems, not less interesting. The beautiful onyx jar, the *Tazza Farnese*, occupies an honoured position; while cabinets of jewellery and precious stones worn

by the ladies of Pompeii and Herculaneum are no less fascinating.

Descending to the entresol or *First Floor*, a walk through the room containing more *Pompeian frescoes* should not detain you long. On the *Ground Floor* a far finer collection of frescoes is found. No room should be left unexamined, however hastily. Nor should the sculptures be passed by. The *Farnese Hercules* found in Caracalla's Baths in Rome, and supposed to have been executed by Glycon the Athenian, and the *Farnese Bull*, of Rhodian origin, are amongst the most noted in Italy. The latter group was restored under the immediate superintendence of Michael Angelo, during whose life it was found. Originally the group was hewn out of a single block of marble. Now, after removals and much restoration, it is of a very composite character indeed.

At the other end of the ground floor will be found *the large collection of sculptures and bronzes*. Amongst the best of these are :—*A Head of Homer*, the *Venus of Capua*, and *Orestes and Electra*. Room follows room devoted to admirably classified schools or periods, and containing some good and more inferior work, much that is restored, and more that is mutilated beyond the possibility of restoration, the original intention of the artist being often entirely lost. Fragments of mosaics, reliefs, and pavements are found in the *Hall of the Flora*, the most important of which is perhaps the *Mosaic of the Battle of Alexander*, discovered in Pompeii in 1831. In another part of the ground floor will be found *the collection of large bronzes*, full of interest, and demanding wonderment from all, at the skill of the artists of those early periods preceding, and coeval with, the advent of the Christian Era.

(13) *S. Martino Monastery and Museum*, now under the direction of the state, is within the fortress of *Castello S. Elmo*, and easily reached by cable tram. Better for this purpose leave the Toledo at the Piazza Dante for the Stazione Cumana. On reaching the fortress, which was erected by Robert the Wise in 1343, turn to the left into the *Monastery*. It is open daily, fee one franc. The view from the *Belvedere* is extremely fine. Since the dissolution of the monastery the whole place has been used as a supplementary Museum to the *Nazionale*, but there is

much here that is unique and more truly Neapolitan than is the case with the national collection. The *Church* has some grand examples by Ribera (Spagnoletto), the Spanish Neapolitan artist of the same period as Murillo, particularly the Altar piece, a a *Descent from the Cross*, which is considered his *chef d'œuvre*. The collection of majolica, Capodimonte porcelain, silver, glass, ivories, furniture, and mosaics displayed in the various rooms of the Museum, is worth the attention of all students and antiquarians. It is not, as is the case with the larger National Museum, Pompeian in character, but Italian, and especially Neapolitan.

(14) *The Catacombs* should be taken at the same time as the visit to the Palazzo Capodimonte, from which the entrance is but a short distance, at the back of the church of *S. Gennaro*. Apply at the Hospice S. Gennaro, and on payment of one franc per head and a "tip" to the attendant you can visit these subterranean vaults, most curious and interesting. Dating from the first century of the Christian Era, they contain niched galleries, and chambers for burial and devotion. Even pictures and decorations exist, but the bulk of the mural tablets and inscriptions have been removed to the National Museum.

(15) *The Marine Aquarium* in the *Villa Nazionale* contains within its walls more of interest to the naturalist than any other institution of its kind throughout Europe. It is subsidised by various European governments (even that of the United States) and scientific societies, and was originally founded by Dr. Dohrn, a German naturalist, in 1872. It is therefore the most important institution of its kind in the world, and is admirably managed. Every one knows that the variety of fish in the Mediterranean is unrivalled both for interest, beauty, and peculiarity. But this would not be so much a *raison d'être* for the institution as the completeness of its facilities for deep-sea dredging, microscopic examinations, and fish and marine life study. The admission in July and August is one franc; throughout the rest of the year, two francs.

Excursions.—*Vesuvius*.—Among the many excursions to be made in the environs of Naples, the ascent of Vesuvius will probably be taken first. The easiest method

of undertaking this trip is by means of the funicular railway and the new electric railway in connection with it, both the property of Messrs. Cook & Son. Return tickets, including carriage drive, railway journey, and gratuities, are issued at 21 fr. 50 c. (guide 4 fr.); and for night excursions, in order to see the sunrise, at 29 fr. The latter, however, only takes place when there are a certain number of passengers. The electric railway (opened in 1903) runs from the Resina terminus of the electric tram from Naples to the lower terminus of the funicular railway. This wire-rope railway is 900 yards long, and as it climbs some 1300 feet in this distance, the gradients are severe. The trains run very frequently. On arrival at the upper station, a guide is told off to each party, and conducts it to the crater and the central cone, which is reached in about twelve minutes. On a clear day there is a glorious view, but the air is generally very cold. At the lower station there is a refreshment room, which, however, can only be used by those who have Messrs. Cook's tickets. Farther down is the Observatory, which is scarcely worth visiting. Over the entrance is a plate commemorative of the victims of the 1872 eruption. It contains an indifferent collection of minerals thrown up by the crater. The whole excursion takes about six hours.

It will be seen that the above route, though convenient, is somewhat expensive. For tourists, a much cheaper—and, for good walkers, certainly pleasanter—way would be to take the train or tram to Resina, und then walk up the mountain. It can be done in three or four hours by taking the path across the lava beds. By judicious bargaining, a guide can be obtained for about 3 fr. It should be remembered that a pair of boots will be sacrificed in this climb, and therefore it is advisable to wear an old pair (without nails), if serviceable. Thick leggings or putties should also be worn. Another way of making the ascent

is on horseback from Pompeii. With a little management, guides and ponies for this trip can be hired at terms much under those mentioned in the guide-books.

The long and dusty drive from Naples to the funicular railway station is now rendered unnecessary since the construction of the new railway. The new line ascends the mountain in long curves, passing close to the charming site of Bella Vista. The time occupied in reaching the lower funicular station is about one hour, instead of the four hours it used to take. Consequently hurried tourists can now "do"—the word is used advisedly—the Volcano and Pompeii in one day, though this is not recommended. Here carriages are changed. The two carriages attached to the engine can convey a hundred passengers. If, as is quite feasible, little Swedish châlets be erected on the Observatory Hill as small hotels, pensions, or for private hire, the mountain might serve as a welcome refuge from the heat in summer, as the temperature on the mountain is naturally considerably cooler than in the city, and Vesuvius might become the Simla of Naples.

Pompeii.—Pompeii can be reached from Naples either by road or rail; the road, however, is bad and very uninteresting, with the views of the sea frequently obstructed, while the railway line runs along the shore. After passing over the site of Herculaneum, splendid views are obtained —on one side of the bay, with Capri and its sister isles beyond, and on the other side, as the train sweeps round the foot of the mountain, Vesuvius is seen in the distance. For admission to the ruins 2 fr. each person is charged, and each party is accompanied by a Government guide (gratis), who is civil and well-informed; on Thursdays admission is free, but without a guide. A guide is really a necessity on the first visit, as without one it is impossible for a stranger to identify the different buildings.

Only about half of the city is exposed. The excavations still continue but slowly, and it is not likely that the present generation will see the whole city laid bare. Only a portion of the admittance fees is expended on the excavations, and only the trifling sum of £300 annually is set aside for the actual work of excavating. The plan of excavation work is thorough, careful, and intelligent, and the finds of relics are most rigorously taken over by the Government Archæological Superintendent, leaving the curiosity hunter no chance. What is offered outside is the manufactured article, often pretty —but a fraud.

The following are the principal sights to be especially remarked in the Pompeian streets, so far as they have yet been uncovered:—

One enters by the *Porta Marina*; to the right is the *Basilica*, which was never properly restored after the earthquake before mentioned. It was part hall of justice and part market. Note the tribune at one end.

Opposite is the *Temple of Apollo*, restored after the earthquake. No one knows the age of the original building. It is encircled by a Corinthian colonnade.

The *Foro* is now reached. It was surrounded by Doric columns, but suffered by the earthquake severely, and new pillars were in course of construction. Facing one is the *Temple of Jupiter* and a *Triumphal Arch*.

The *Macello*, or provision market, including a chapel, and with decorated walls showing that the most ordinary occupations of life were associated with art and poetry. The details of this building are worthy of close examination. It was left unfinished at the time of the eruption.

The guides generally conduct their parties by the same route, from the Forum following the outer road (the Vicolo dei Teatri), calling in at various interesting private dwellings. Thence to

The Foro Triangolare, which was formerly encircled by a hundred Doric columns, none of which exist in a perfect state to-day. Note the sacrificial altars.

One of the most characteristic buildings of the city was the *Quartiere dei Gladiatori*, or barracks for gladiators. During the excavations a number of skeletons were found in the cells.

The *Teatro Scoperto* (the *great theatre*) adjoins the Triangular Forum. It is very ancient, but its latter history is well enough known. About the Christian Era it was restored by one Artorius, for the owners, Holeonius Rufo and Holeonius Celer. No less than 5,000 spectators could witness the plays. Every attention was paid to the comfort of the audience, even to an awning for summer and means of cooling the theatre by spraying water over the same.

Entering now a wide street, *Strada Strabiana*, we find the little *Temple of Æsculapius* and the *Temple of Isis*, restored after the earthquake at the expense of a wealthy child donor.

Thence the turn is generally made to the left "down the Strada del' Abbondanza," which leads again to the Forum if continued its full length. After some private dwellings of interest we come to the *Public Baths*, admirably arranged and heated in the most "improved" manner. It is divided for the sexes, has dressing-rooms, private and public baths, heated or cold, and a swimming bath.

The *Strada Strabiana* contains many private dwellings beautifully decorated, as does also the *Strada della Fortuna*, which is the continuation of the *Strada di Nola*. In it is the *House of the Faun*, one of the most extensive in Pompeii. The *Faun* itself you may have seen in the museum at Naples, whence it was removed, as in all similar cases where finds of value in recent times have been discovered. Unfortunately in the early centuries of our era it was the custom to dig and pillage spasmodically, and many hundreds of relics have long since disappeared. Fortunately, through the long middle ages Pompeii was forgotten, and so remained until the last century, when at first irregular, and afterwards systematic, excavation was commenced.

At the rear of the *Temple of Jupiter* is the Forum, and where, after the *House of the Faun*, the guide generally reconducts; then more *Baths*, immense establishments with every convenience for the toilet, and all profusely decorated.

Opposite, in the Strada delle Therme, is the *House of Glaucus*, supposed to have been the dwelling of the poet or tragedian. The well-known mosaic, "*Cave Canem*" (Beware of the dog!), was on the threshold, but is now in the Naples Museum. The mural paintings are very good.

In the *House of Pansa*, reached from the same street, the mosaic on the threshold was the word "*Salve*," perpetuated to this day in a like manner, more or less throughout all European countries.

The Strada di Sallustio was devoted to shops and warehouses. But amongst them was a *library*, which contained a collection of books, and offered facilities to students; a *bakery*, combining a flour mill, and a *surgery*, wherein were found the medicine-man's instruments of torture.

After passing the *Herculaneum Gate* and the *walls* of the town, we reach the *Strada dei Sepolcri* or *Street of the Tombs*. Mixed up with them are certain dwelling-houses, notably the *Villa of Diomedes*, in which were discovered, buried in ashes, no less than eighteen skeletons of inmates who, having failed to escape the dread catastrophe of the volcanic eruption nearly two thousand years ago, were suffocated in the house. According to the story told, the proprietor was found near the house, key in hand, accompanied by his slave.

Two objects of interest are yet left. One is the *Amphitheatre* in the opposite and corresponding suburb of the town S.E. (as the Tombs are N.W.), a huge building with seating capacity for 20,000. This appears singularly disproportionate to the size of the town, and it would probably have required every man, woman, and child of Pompeii to fill it, leaving out only the necessary street policemen and babies in arms.

The last building as yet unvisited is the *Museum*, close to the *Porta Marina*, by which entrance is made. The interest in this museum is very human. Many casts of bodies are presented, taken from impressions in the hardened ashes, and showing the exact posture at the time of death.

Herculaneum is nearer Naples than Pompeii. Its station is Portici, which is also the station for Resina, one of the starting-places for Vesuvius. Portici (Resina or Herculaneum) can also be reached by road or by tramway, being but five miles from Naples. Resina is actually built over part of Herculaneum, and is now a considerable place. The distance from the station of Portici is but a quarter of an hour to the gates of the city of Herculaneum. The same fees as at Pompeii, two francs week-days, and free on Sundays.

Herculaneum, though buried at the same period, A.D. 79, as Pompeii, suffered much more than the neighbouring town. More molten lava and less ashes were deposited, and ashes and lava, compressed by weight and density, in course of time formed an almost unbreakable tufa rock. Ages went by, and the very sight of Herculaneum was lost. It was rediscovered in the early part of the last century at a depth of from 50 to 100 feet below the present town of Resina. Various attempts were made to excavate, but the double difficulty of doing this without injuring the foundations of the town above, and boring through the rock, made these attempts more or less abortive. During the present century, then, all that ever was brought to light of value has been accomplished.

Herculaneum was a wealthy health resort at the time of its eclipse. The Romans, who then held it in subjection, built villas, and there resided during a part of the year. The class of house was superior to Pompeii, though it was perhaps less individualised a town. All that can be seen of the city is by a long underground passage discovering the *Theatre* and part of a street with private houses. It is all deeply interesting, but not comparable to Pompeii. The finest relics have been dispatched to the *National Museum* at Naples, where, in the upper rooms, especially those containing the

bronzes and the papyri, these unearthed treasures are displayed in abundance.

These three excursions are, of course, full of interest; but those whose chief delight is beautiful scenery will prefer the one to Pozzuoli; one road winds along the coast, another goes along the top of the hill, disclosing at every curve the most beautiful views of the Gulf of Naples. This is one of the most beautiful drives in the south of Italy, only surpassed by the drive from Salerno to Amalfi. Pozzuoli was once a favourite invalid resort, as in winter it is warmer and much better protected from the cold winds than Naples, but it has been much spoilt by Messrs. Sir W. Armstrong, Mitchell & Co.'s gun works. It had some considerable repute for cases of consumption and asthma. Patients go and sit near the hot arsenical vapours that issue in the Solfatara, and certainly, in some cases, appear to derive marvellous benefit from that treatment. The chief object of interest at Pozzuoli is the *Greek Amphitheatre*. Fee, 1 fr.

Pozzuoli.—To the historical student a visit to Pozzuoli is almost incumbent. It was originally founded by the Greeks, and for some time the principal trading port of Italy, and therefore the connecting link between Italy and the East. It is reached by rail either from the terminus of the Cumana Railway at Monte Santo (*Staz. Cumana*) or the *Staz. Corso* at the land side of the Corso Vittorio Emanuele, near the principal west-end hotels. Trains run frequently. Return fares, 1 l. 75 c. first; 1 l. 05 c. second. Pozzuoli (*Puteoli*, see Acts xxviii. 13) is in itself uninteresting; but its *Amphitheatre* is one of the most perfect of ruins, and justly celebrated. It was more or less buried for ages, until in 1838 there was a clearance made, and the whole exposed once more to view. Here Nero caused many important gladiatorial contests to take

place, and, under Diocletian, St. Januarius was forced into the arena to be devoured of the wild beasts, which refused to rend him. Eventually, however, the saint suffered martyrdom outside the city at the hands of Diocletian, and his death is commemorated yearly as the principal religious *fête* of Naples. Further ruins in the vicinity are the *Serapeum*, the *Temple of Neptune*, the *Temple of Diana*, the Villa *Puteolaneum* (in which Cicero composed his *Academica*) and many tombs.

But, after the *Amphitheatre*, perhaps the most interesting object is a natural one, the semi-extinct volcano of *Solfatara*, which any one can with ease ascend.

Sorrento.—A charming day's excursion. Sorrento is one of the most delightful South Italian bathing resorts, very popular with English, Americans, and Germans. Amidst semi-tropical vegetation the town nestles in a ravine, affording in winter a warm, and in summer a cool climate, while in spring and autumn a temperature as nearly perfect as Italy can offer. There is amusement of a mild kind, including golf, and of excursions there are more than enough. Sorrento is the birthplace of Tasso, and its beauties have been celebrated by poets of many nations (including of course Browning), and in prose by J. A. Symonds and Marion Crawford.

Hotel accommodation is plentiful. The more fashionable hotels (Tramontano and Tasso) are very good and excellently managed, but rather expensive. Of the more reasonable houses the Hôtel Grand Bretagne (Villa Mayo) is perhaps the best. It has a good position, full south, with magnificent views over the Bay of Naples. Pension from 8 fr. Another hotel popular with English travellers of modest means is the little Hôtel Lorelei

(P. from 6 fr.). "The hotels have private stairs descending to the sea, and small bathing establishments" (Baedeker's "Italy." An English doctor (Dr. Trehane Symonds) practises here during the winter, and there is a chaplaincy of the S.P.G. Services are held every Sunday during the winter at St. George's Chapel, at the Hôtel Tramontano.

"Sorrento is reached from Naples by railway to Castellamare 1¼ hours, and then drive 1¼ hours. A one-horse carriage costs 2 fr. ; a two-horse 3.50 fr. The Capri boat leaving Naples at 9 a.m. reaches Capri just before 11. Fare, to those who won't pay more and Italians, 3.50 fr. ; to foreigners, 5 fr. or more if the ticket collector can get it (never give a note to be changed). It is a crying disgrace that any country that pretends to civilisation should allow a subventioned mail company to carry on such brigandage. It is the duty of every Englishman, who can afford to be very liberal, to resist such extortions, and claim those rights and protection that are accorded to the thousands of Italians that flock to England.

One of the best excursions from Sorrento is to the Deserto, the high plateau capping the heights to the S.E. of the town. From this point a magnificent view is obtained. There is also a *Sant' Agata su due Golfi*, a pension (late Bourbon) now kept by Mr. Brandmeyer, which is much resorted to in the spring and summer. The table is very good and the fish exquisite. Many interesting excursions can be made from here to the Punta Campanella, Santa Costanza, Massa Lubrense, Positano, Prajano, etc. ; and good quail-shooting can be had in the spring and autumn. The climate is very breezy at all times, being surrounded on three sides by the sea ; in the winter it is often enveloped in cloud for days at a time, and the rainfall is nearly three times that of Naples (2174 mm.). It is a very pleasant resort from Easter and on to the late spring. Sant' Agata can be reached from Sorrento in ¾ hour by foot or on mule-back.

A high mountain station has lately been opened up on the northern flank of the Sant Angelo, at an altitude of 4000 ft., by the construction of a fine carriage road and a tunnel. This village is known as San Lazzaro in Agerola, and commands

magnificent views over the Gulf of Salerno and Southern Italy, with picturesque mountain and forest scenery. There is a small pension at fairly reasonable prices, considering the difficulty of victualling. By hard bargaining much reduction can be obtained. Mention is made of this place as very suitable for invalids desiring to avoid the journey home during the summer, during which season the climate is said by those who have passed that season there to be much like the Engadine, but with the sea close under. It is reached by train from Naples to Gragnano in $1\frac{1}{2}$ hours and then by carriage 3 hours.

Cava dei Tirreni, on the Salerno line, a few stations beyond Pompeii, is situated at the highest point of the depression along an old line of fault that separates the masses of mountains compassing the Sorrentine Peninsula and Capri, from the main body of the Apennines. In fact, the station of Cava actually marks the watershed. Although a very clean and well-shaded district, La Cava can hardly be considered a health resort. It is windy, cloudy, and dusty, or rather damp in the winter, but is very pleasant in late spring or early summer. *Corpo di Cava*, a village near the celebrated monastery called Trinita di Cava, is picturesquely situated amidst the mountains and chestnut woods, but is, from its enclosed position, very hot during the day in the summer-time ; and the hotel Scapolatiello (pension 6 to 9 fr.) possesses a beautifully situated garden, beneath which, however, is a reservoir for the refuse water of the village ; this water is run out for the irrigation of the neighbouring gardens every evening, and gives rise to foul smells and attacks of diarrhœa.

On the southern side of the Sorrentine Peninsula, occupying little triangular spaces on the alluvium filling the lower extremity of the ravines where they empty their torrents into the sea, are several towns and villages. The drive from the station of Vietri along the road that connects these places, is not unlike that on the opposite side of the Peninsula from Castellamare to Sorrento, with this difference, that the former excels the latter in the grandeur of the mountain scenery, but is itself excelled by the northern road for the view seawards.

Every available bit of level rock is converted into a terrace and planted with oranges and lemons, which grow here in great luxuriance, on account of the protection afforded by the high

mountains that protect the whole of this Riviera from the north. There is no doubt a great future as a health resort for this region, which faces due south, and is absolutely walled out from all cold winds. In fact, I know of no locality in Europe more beautifully or perfectly situated to obtain a warm and soft climate. The objections to these places at present are the want of easy communication, good apartments and furnished villas, a pure water supply and good drainage, some sort of intellectual amusement, English medical aid, and a respectable pharmacy. All the walks must be up and down hill, or on the dusty or muddy road."—H.J.J.-L.

Amalfi, Salerno, and Pæstum.—A superficial visit can be managed in two days (Pæstum alone in one day). Two days are, however, sufficient, even if Sorrento be included, if the following itinerary be adopted. Rail and carriage to Sorrento (or Capri steamer, which calls here). Carriage from Sorrento to Amalfi*—one of the most beautiful coast-drives in Europe—where the night is spent. Hotel Cappuccini the best. Next morning, carriage (3 to 4 l.) or diligence (leaves very early in the morning) to Vietri station. Rail to Pæstum (4 l. 80 c. first, 3 l. 45 c. second). Return Pæstum to Naples by rail (10 l. 70 c. first, 7 l. 50c. second). Amalfi can also be reached by weekly steamer direct, leaving Naples on Thursday, 5 p.m.

Amalfi is one of the most picturesquely situated, as well as the most beautiful towns in Italy, and in addition to its scenic charms it is singularly rich in architectural features and Greek and Mediæval antiquities.

The Cathedral, dedicated to St. Andrew, was built in the eleventh century, but it has been restored a good deal within recent years, the façade being quite modern. Just

* The road has at length been finished. The engineers being unable to turn the precipitous headland below the Cappuccini Hotel, have cut a tunnel through the promontory. It is now possible to drive by the coast from Naples to Sorrento, Amalfi and Salerno.

as the crowning glory of the Salerno Cathedral are the relics of St. Matthew, so here they claim to possess the body of another apostle, St. Andrew, said to have been brought here from Constantinople in the thirteenth century.

Other sights are two Greek sarcophagi, and several columns, spoils from the Pæstum temples. The Byzantine doors at the entrance are of great artistic value. *The Capuchin Monastery*, now converted into an hotel, is familiar to most travellers from photographs. It is worth visiting, as it is a magnificent and justly celebrated point of view. In the beautiful cloisters a superannuated monk may be occasionally seen wandering forlornly about. It has been cynically said that this melancholy friar is pensioned by the proprietor of the hotel as a picturesque adjunct to his establishment, and to heighten the monastic atmosphere for the benefit of romantically inclined lady visitors! The climb to *Ravello* (one hour) is worth undertaking on account of its interesting Romanesque Cathedral, for though a village of some 2,000 souls, it was under the Normans a city of over 30,000 inhabitants, with numerous churches, monasteries, and palaces. The most noteworthy objects are the twelfth-century bronze doors, the episcopal throne, and the sacristy, with paintings attributed to Andrea da Salerno. Near the Cathedral is the ancient Palazzo Rufalo, built in the Moorish style in the twelfth century. Many illustrious persons have been lodged here, including Pope Adrian IV. and King Robert the Wise. It is now the property of an English lady, but tourists are allowed to visit it.

Pæstum.—If an early start (say 7 a.m.) be made from Amalfi, it is advisable to drive direct to *Salerno* instead of Vietri (carriage 2 l. extra), as the *Cathedral* is well worth seeing. It was built in 1084 (badly restored in 1768) by Robert Guiscard. The chief features are the beautiful bronze doors (superior to those of Amalfi) of the chief

entrance, the mosaics on the mediæval throne, the richly decorated crypt, with relics of St. Matthew, and the tomb of Pope Gregory VII. Pæstum (Poseidonia) was a Grecian colony founded about 600 B.C. Its famous temples (entrance 1 l., free on Sunday) are three in number, the *Temple of Neptune*, the *Basilica*, and the *Temple of Ceres* (or Vesta, according to some authorities). These magnificent temples are the finest Greek monuments of the kind in Italy, and are the best preserved of any. The poet tells us that *non cuivis homini contingit adire Corinthum*, and certainly a visit to these grand ruins will reconcile the tourist who cannot visit the Athenian Parthenon. These temples, though lacking the picturesque irregularity of those of Girgenti (see Palermo), will probably impress and fascinate the imaginative spectator more. Their isolated and desolate position in this wild and abandoned plain almost suggests a supernatural origin, and gives a weird note to this scene of lonely and majestic grandeur.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—Naples, being one of the great "show cities" of Europe, offers an embarrassing choice of hotels to the visitor. Prices, equally with locality, will in this instance prove the most reliable basis of classification, the more expensive houses being mostly on elevated ground, either on or near the Corso Vittorio Emanuele, or in a group on or near the New Embankment, Quai Parthenope (Hôtels Sta. Lucia, Royal, Vesuve, Eden, etc.). In a second category may be placed the hotels and hotel-pensions, for the most part skirting the shore fronting the public gardens; and in a third class the centrally situated quasi-commercial establishments. The largest and the leading hotels are the Royal des Etrangers, Grand, Parker's, Santa Lucia, Bristol, Bertolini's, Palace, and Vesuve, though in the above list I have not grappled with the invidious task of placing them in order of

merit. The West End would have come into this category, only it has been closed.

(1) If seniority were the one criterion, the old-established Grande Bretagne and Bristol would take the highest rank. The Bristol is one of that select class of old-established Continental hotels which may conveniently be termed historical, such as Danieli (Venice), Shepheard's (Cairo), Schweizerhof (Lucerne), Three Kings (Basle), or Cavour (Milan), to mention a few that occur to me at the moment. Though it still maintains its good name, it cannot now be said to be the one leading Neapolitan hotel, as it has several rivals for this distinction. Its situation is good, on one of the most elevated sites of the city, and its surroundings are more open and rural in character than those of many of the hotels in Naples. Acc. 86; B. 1 fr.; L. 4 fr.; D. 6 fr.; R. 6 fr.; P. from 12 fr.; Lift; E. L.

Parker's Hotel is a favourite resort of English visitors, partly owing to the fact that the proprietor is an Englishman. It has been considerably enlarged, thoroughly modernised, and special attention has been paid to the sanitation. A feature of this establishment is the liberal supply of English weekly and daily papers in the drawing and smoking rooms. This is an example which many foreign hotel proprietors who cater for English custom would do well to follow. R. (including A., Lts., and Baths) 4 to 10 fr.; B. 1 fr. 50 c.; L. 3 fr.; D. 5 fr.; P. from 10 fr.; Acc. 120; Lift; E. L.; C. The charges at the best Naples hotels vary, however, a little according to the season, the summer tariff being lower. Most of the hotels keep open all the year. The hotels on the Corso, owing to their healthy situation, are better adapted for invalids than those lying along the Riviera di Chiaja.

Two new hotels have recently been built in an excellent situation in this quarter—the Bertolini's Palace in the Parco Grifeo, and the Eden in the Parco Margherita. The Bertolini is the most luxurious and up-to-date hotel in Naples. It has three electric lifts, one from the Corso to the hotel. The terms are high (P. from 15 fr.), but not unreasonable for an hotel of this class, the nearest approach in Naples to one of the "Gordon" or "International Palace" hotel type.

The Grand Eden Hotel is a good modern establishment with

more moderate charges (P. from 12 fr.). It boasts of a large garden with a lawn tennis court. Acc. 75; B. 1 fr. 50 c.; L. 3 fr. 50 c.; D. 5 fr.; R. 5 fr.; P. from 10 fr.; Lift; E. L.

The Grand is situated at the west end of the Riviera di Chiaja, and is one of the newest of the Neapolitan hotels. It is a particularly well-appointed and well-managed establishment. Formerly the objection to this hotel was that, with the wind in a certain quarter, there were complaints that it was within reach—in an olfactory sense only—of one of the city sewer outfalls; but this defect has now been remedied. The drainage and sanitary arrangements of the hotel itself, however, are, and always have been, beyond reproach. Acc. 142; B. 1 fr. 50 c.; D. 6 fr.; R. from 6 fr.; P. from 12 fr. 50 c.; Lift; E. L.; C.

In a more central position, near the Santa Lucia quarter, are the old-established hotels Royal des Etrangers, Hassler, Vesuve, and the new Santa Lucia. These houses are of a somewhat similar class, and are rather expensive, but are not (with the exception of the Santa Lucia) perhaps so up-to-date in character as the Grand or Bertolini's Palace. The Royal Hotel has the reputation of being rather expensive. It is the favourite resort of rich bachelors, and is more cosmopolitan in character than the other three, which are more family hotels. Its *cuisine* and cellars have a high reputation. The Hôtel Hassler is largely affected by Germans. The Hôtel Santa Lucia is a new and well-equipped house, and has a telegraph and post office in the building. Acc. 100; B. 1 fr. 50 c.; L. 4 fr.; D. 5 fr. 50 c.; R. from 5 fr.; Lift; E. L.

Another comparatively new hotel in this neighbourhood is the Savoy. Then another new hotel, the Continental, on the Quai Parthenope (New Embankment), seems to have established itself firmly among the Neapolitan hotels. It is a well-conducted establishment, with moderate charges. On the Riviera di Chiaja is the old-established Grand Bretagne et d'Angleterre (Acc. 120; R. from 5 fr.; B. 1 fr. 50 c.; L. 3 fr. 50 c.; D. 5 fr.; P. 10 to 14 fr.; Lift; E. L.; C.). In the most crowded season, about Easter, *pension* terms are not, as a rule, accepted at the above hotels. On the other hand, the summer terms are about 10 per cent. lower than the winter terms quoted above.

(2) I now come to a group of more moderate-priced hotels, mostly situated on the Riviera di Chiaja—Victoria (Acc. 100; R. from 3 fr.; B. 1 fr. 50 c.; L. 3 fr.; D. 5 fr.; A. 75 c.; Lts. 75 c.; P. from 10 fr.; Lift; E. L.), De la Ville and De la Riviera, and in an elevated situation on the Corso Vittorio Emanuele the Belle Vue and Britannique hotels. Most of these are well-known and old-established hotels of modest pretensions, but offering fair accommodation. Of these the Victoria seems the most popular with English travellers. The sanitary arrangements at some of these establishments are not strictly in accordance with the latest principles of hygienic science, but have been much improved of late years. The hotels fronting the Villa Communale are objected to by some visitors on the score of their being only a few feet above the sea level. In the last few years the fashion has changed a little in the matter of hotel locality, and the Villa Communale (formerly Nazionale)—as the public gardens skirting the shore are now officially designated—which was once the favourite site for hotels, is now rather neglected in favour of the more elevated ground near the Corso Vittorio Emanuele, and the Quai Parthenope (New Embankment).

In the Piazzo Municipio, in a more central situation than any of the Naples hotels frequented by the English, is the Hôtel de Londres. Acc. 120; B. 1 fr. 50 c.; L. 3 fr.; D. 5 fr.; R. 5 fr.; P. 11 fr.; Lift; E. L.; C.

(3) To complete the list we must give the names of a few hotels of the commercial order, which are affected by economical tourists, but are not so well adapted for families. Of these, Genève, National, Central, and France are the best known. They are situated, for the most part, in a central position, and can be recommended to tourists who can make themselves understood in Italian; but those who cannot move without a Cook's interpreter at their elbow will be out of their element. Very moderate terms—that is, for Naples—as low as 7 or 8 fr., can be obtained at these modest but fairly comfortable hostelries. The *cuisine* is generally plentiful and good. These hotels are, however, what may be best described as native, for we do not find at Naples anything corresponding to the moderate-priced but relatively high-class English hotel, charging only 8 fr. or so a day, so plentiful along the French and Italian Riviera; for

Naples, like Rome, is not by any means a wintering place for the hibernator of small means. It is, in short, primarily a pleasure resort and a great tourist centre and goal of travel, but at present as an invalid station pure and simple it has but a limited vogue, in spite of its excellent climate.

The hotel coupon system seems to have taken firm root in Naples, and most of the principal hotels accept these coupons. Messrs. Cook's are taken by the Grand, Parker's, Royal, Bertolini Palace, Vesuve, Londres, Continental, and Hassler. There are several private *pensions* or English boarding-houses, which would be found very economical for a long stay. The following have been recommended :—Madame de Portugal (Pension du Midi), 23, Parco Margherita ; Mrs. Storey, 3, Parco Margherita ; Pension Poli (close by, but still higher), and Pension Baker, a favourite English house, at 10, Via Caracciolo. On the Posilippo Road, the Pension Sabelli. On the Quai Parthenope, Pension Maurice, No. 3, and Pension Muller adjoining. *Pension* from 6 fr. In the Via Caracciolo is the Pension Suisse, No. 11, with *pension* from 7 fr.

If I were to attempt the difficult and invidious task of estimating the position Naples holds in the hotel world of Italy I should be inclined to place it after Rome, Florence, San Remo, and the more fashionable of Italian lake resorts such as Bellagio and Cadenabbia, but before Venice, Genoa, Milan, and Turin. In point of charges I should be inclined to say that the leading hotels of Naples are more moderate than the best hotels of Rome, Florence, and Genoa, but dearer than those of San Remo and other fashionable Riviera stations, where competition has done a great deal to cut down tariffs.

Apartments.—Furnished apartments are plentiful. The price for a suite of five or six rooms ranges from 300 lire to 1,000 lire a month during the winter season (November to April). Those in the Riviera di Chiaja and the Mergellina quarter command the highest prices. During the summer the rents are little more than half the winter rental.

Church Services.—Christ Church, Strada San Pasquale, near the Riviera di Chiaja. Chaplain, Canon H. T. Barff, M.A., 23, Parco Margherita ; Sunday services at 11 a.m. and 3.15 p.m. H.C. after morning service. The church is open from October to June.

Applications for sittings should be addressed to C. W. Turner, Esq., 64, Strada Sta. Lucia. There is a circulating library in connection with the church; it is open on Sundays from 10.15 to 10.45 a.m. and on Thursdays from 2.45 to 3.15 p.m. Scotch Church, 2, Cappella Vecchia. Minister, Rev. T. J. Irving, M.A. Sunday services 11 a.m. and 3.30 p.m.

Consuls.—H.B.M. Consul-Gen., E. Neville-Rolfe, Esq., M.V.O., Palazzo Bagnoli, 4, Monte di Dio; U.S. Consul, Colonel Byington, 4, Piazza Municipio.

English Doctors.—Dr. C. W. Barringer, 267, Riviera di Chiaja; Dr. W. W. Gairdner, 128, Rione Amedeo; Dr. Symons, 263, Riviera di Chiaja.

English Chemists.—Kernot, Strada S. Carlo; the Anglo-American Pharmacy (J. Durst), 31–35, Largo Garofalo.

Advocate.—Pasquale Spasiano, Esq., 19, Via S. Pasquale (Solicitor to H.B.M. Consulate).

English Banks.—W. J. Turner & Co., 64, Strada Sta. Lucia; Holme & Co., 2, Strada Flavio Gioia; Meurieoffre & Co., Via Municipio; Thos. Cook & Son, Piazza dei Martiri.

English Stores.—Smith & Co., next Cook's Office; Codrington & Co., Strada di Chiaja.

Postal Arrangements.—Post Office, Palazzo Gravina, Strada Montoliveto, open from 8 a.m. to 9 p.m. An English mail arrives and leaves twice a day. Postage to any part of Italy, 20 c.; in the town, 5 c.

Baths.—Bains du Chiatamone. Also Turkish and Russian.

Cafés and Restaurants.—Birreria Gambrinus, opposite the Royal Palace. In the new Galleria—a magnificent arcade, rivalling the more famous one at Milan—Café-Restaurant "Galleria Umberto I." (Ices, 50 to 80 c.; coffee, 25 to 30 c.) Near the Aquarium, Caffé di Napoli. The above-mentioned establishments are also restaurants. Of restaurants proper, 51, Fontana Medina, and Giardino di Torino, Via Roma (moderate charges), are good. At Posilipo there is an excellent restaurant, Scoglio di Frisio, with large garden; just before the old ruin of the Palace of Donn' Anna is the Ristorante della Sirena. The views of the bay from these are charming. The speciality at these is *Zuppa alla Marinaia*, a dish very like the famous *bouillabaisse* of Marseilles.

Clubs.—Casino dell' Unione, Str. S. Carlo; Circolo Nazionale, Piazza Vittoria; Cercle du Whist, Piazza S. Ferdinando; Royal Italian Yacht Club, Villa Communale.

Conveyances, Cabs.—The regular tariff is not much observed by strangers. In the small one-horse vehicles (*carrozzelle*) the usual payment is 70 c. for the *course*, and 1 l. 50 c. by the hour. Visitors who speak the language will generally be able to hire cabs at rates below the tariff. After midnight, and on Sundays and *fête* days, double fares are asked. A likely-looking fare, if a foreigner, on ordinary days may perhaps be told that it is a *festa* by the cunning Neapolitan Jehu, and it is therefore advisable for strangers to be well up in the Roman Catholic calendar. A carriage and pair for a day's excursion will cost about 20 or 25 lire.

Electric Tramways.—The numerous lines of electric tramways running through the principal streets will, however, make the visitor independent of cabs to some extent. There are over a dozen different lines, which are bewildering to the stranger. But the only ones likely to be used by the ordinary tourist are the following:—

(1) From Spirito Santo in the centre of the city to P. Municipio and along the Riviera di Chiaja to La Torretta and beginning of Str. Nuova di Posilipo.

(2) From the Central Station by P. San Ferdinando and dei Martiri to the Rione Amedeo (for Corso Vittorio Emanuele).

(3) From the Central Station to the Museum.

(4) From the Museum to La Torretta by the Corso Vittorio Emanuele. Every 12 minutes.

(5) For Herculaneum and Vesuvius: P. Municipio to Granili (eastern limit of Octroi), then by horse tram to Resina (for Herculaneum) every 20 minutes. Here a branch line for the terminus of Messrs. Cook's Electric Railway for Vesuvius (see p. 237).

(6) La Torretta to Pozzuoli. 30 c. 1st class return; half-hourly. There is also a railway (Ferrovia Cumana) to Pozzuoli and Cumae, which is more used by tourists.

(7) Museum to Capodimonte (Royal Palace). Every 7 minutes.

It would also be worth while taking the long ride by the

Upper Naples line from the Museum to the Upper Station of the Monte Santo Funicular Railway (near S. Martin's Museum) *viâ* Antignano, for the sake of the magnificent panoramic views of Naples and the Bay.

The 1st-class fares vary from 10 to 35 c. according to distance. The trams run every few minutes.

There are two funicular railways, which are of great use for reaching the northern heights of Naples, and especially for S. Martino, one of the most interesting museums in Italy—namely, the Chiaja Funicolare from the Parco Margherita, and the Funicolare di Monte Santo. The lower station of the latter is close to the terminus of the Cumæan Railway (Ferrovia Cumana).

Boats.—The charge for conveying a passenger with a reasonable quantity of luggage from the steamer to the quay is 1 lira. The principal steamship lines now come alongside the quay. This is the tariff; but the boatmen will usually demand double. The charge for a boat for the day, with two rowers, varies from 10 lire to 20 lire, according to the nationality and the bargaining powers of the hirer.

Goods Agent.—Vickers & Co., 29, Via Vittoria; Thos. Cook & Son, Piazza dei Martiri.

House Agents.—F. Donzeili, opposite the San Carlo Opera House; H. Berthe, Piazza dei Martiri. The foreign bankers assist their customers to obtain houses.

Language.—At all the principal hotels and shops English is spoken, and most of the guides, drivers, porters, etc., understand a little French. In the villages around Naples, a little out of the beaten track, only the Neapolitan dialect is spoken, but ordinary Italian would, as a rule, be understood. It is important to make a distinction between public officials and private *employés*. At the railway stations, post offices, custom houses, etc., of South Italy, even French is rarely understood.* This is reasonable enough.

Living Expenses.—Naples is not such an expensive winter residence as is generally supposed. House rents in the best quarters—Posilipo, Mergellina, or Rione Amedeo—are certainly rather high; but the rents are more reasonable than at Cannes,

* In most guide-books this fact is not sufficiently impressed upon the reader, and tourists are apt to imagine that French will do anywhere in the south of Italy.

Nice, or Monte Carlo. Wages and provisions generally are fairly cheap. Cooks (male) are plentiful; they usually sleep at their own homes and come to their employers' houses every morning, bringing the day's supplies. English people accustomed to living in Italy, and speaking the language, will be able to live at Naples almost as cheaply as at any other winter resort in Italy.

Newspapers.—The *Naples Echo*, containing a visitors' list, price 15 c., published once a week in winter. For many years it remained an obscure sheet, but it has of late much improved. There are several Italian newspapers published daily, the best being the *Mattino* and *Gorriere di Napoli.*

Shops.—Below are a few representative establishments:—

Antique Bronzes.—G. Sommer, Largo Vittoria; Scala, 73, Strada Sta. Lucia.

Booksellers.—Emil Prass, next door to Messrs. Cook's Agency; Detken & Rocholl, Piazza del Plebiscito. At either of these shops English newspapers can be obtained.

Bronzes.—Sommer, Piazza Vittoria; Peluso, 32, Chiatamone.

Confectioner.—Caflisch, 143, Strada di Chiaja.

Corals.—Squadrilli, Piazza Vittoria.

Cycle Agents.—Carrera, 201, Corso Umberto; Casati, 223, Riviera di Chiaja. Also Motor-cars.

Glover.—Merola, 6, Strada di Chiaja.

Grocers.—See English Stores.

Hairdresser.—Barca, Galleria Umberto I.

Hatter.—Pecoraro, Via Gennaro Serra.

Hosier.—Gutteridge, 192, Via Roma; Old England, 29, Via Roma.

Jeweller.—Starace, 236–238, Via Roma.

Outfitter.—Bocconi, Via Roma.

Photographers.—G. Sommer, Largo Vittoria; G. Brogi, Piazzi dei Martiri.

Shoemaker.—Forte, 259, Via Roma.

Stationers.—Prass, 59, P. dei Martiri; d'Ambrosio, 206, Strada di Chiaja.

English Tailors.—Green (late Lennon & Murray), 2, Strada Calabritto.

English Tea-rooms.—Via Vittoria.

Tobacco.—*Spaccio Normale*, 206, Via Roma; 250, Str. di Chiaja. These are the Government establishments, and Havana cigars can be obtained here from 25 c. Wills' English tobacco can also be procured at the Spaccio Normale.

Trunks, Portmanteaux, etc.—Baruch, 280, Via Roma.

Umbrellas.—Gilardini, 335, Via Roma.

Watchmakers.—Eberhard, 1, Galleria Umberto I.; Wyss, 69, Str. Brigida.

Wine Merchant.—Scala, 136, Strada di Chiaja.

At nearly all these shops English and French are understood, if not spoken as well.

Tourist Agencies.—Cook & Son, Piazza del Martiri; International Sleeping Car Agency, 85, Corso Re d'Italia

Theatres.—At Naples there are two opera houses (San Carlo, near the Royal Palace, and Bellini, Strada Bellini) and several theatres. The best are Nuovo, Strada Teatro Nuovo, Mercadante (formerly Fondo), and Sannazzaro, Strada Chiaja. At these Opera Bouffes and Farces are usually given. At the other theatres, of which the Mercadante and Politeama are the most flourishing, the plays are in the Neapolitan dialect. The old Teatro Fondo has been rebuilt by Sonsogno, the music publisher, and is run as an Opera House, in opposition to S. Carlo, with very moderate prices.

Guide Books, Books of Reference, etc.—There is an excellent little English handbook to Naples and its environs published by Messrs. Detken & Rocholl, price 2*s.* There is also a guide-book in French published in the town; the price is 1 fr. 50 c. (Eng. trans., 2 fr.), and it is provided with a good map. Naples is also dealt with at great length in the following guide-books: Baedeker's "South Italy" (1903, 6*s.*); Murray's "South Italy" (1892, 6*s.*); Joanne's "Italie" (1901, 10 fr.); Cook's "South Italy" (4*s.*). Charmingly written descriptions of Naples will be found in W. D. Howells' "Italian Journeys," in A. J. C. Hare's "Cities of South Italy and Sicily," and in the late J. A. Symonds' "Italian Sketches." The following works might also be consulted with advantage: "South Italian Volcanoes," by Dr. Johnston-Lavis; "Letters from a Mourning City," by

Al. Münthe, translated by M. V. White (Murray, 1899, 6*s.*); "Stories of Naples and the Camorra," by Charles Grant (Macmillan, 1896); "Naples in 1888," by E. Neville-Rolfe and H. Ingleby (Kegan Paul); "Naples in the Nineties," by E. Neville-Rolfe, a sequel to the above (A. & C. Black, 1897, 7*s.* 6*d.*); "Naples and its Environs," by E. C. Clement (Gay & Bird, 1894, 12*s.* 6*d.*); "The Orient Guide," by W. J. Loftie (Low, 1902, 2*s.* 6*d.*); "Rambles in Naples," by Russell Forbes (Prass, Piazza dei Martiri); "Naples Past and Present," by A. H. Norway (Macmillan, 1901); and the article on Naples in "The Picturesque Mediterranean" (Cassell & Co., 1891), by E. A. Reynolds-Ball. Social life at Naples is well described in an article "Society of Naples" in the *National Review* of February 1892; also in "Siren City," by Benjamin Swift (Methuen, 1899, 6*s.*); and "The Land of Cockayne," which deals with the evils of the Lotto, by M. Serao (Heinemann, 1901, 6*s.*). Mr. Marion Crawford lays the scenes of two of his novels, "Children of the King" and "Adam Johnstone's Son" (1895), at Sorrento and Amalfi respectively; and indeed seems to be doing for South Italy what William Black has done for the Scotch Highlands or Thomas Hardy for Dorsetshire.

II.—CAPRI.

"It is an isle 'twixt heaven, air, earth, and sea,
Cradled and hung in clear tranquillity,
Washed by the soft blue oceans of young air."

TWENTY miles from Naples, rising abruptly out of the azure gulf, is the little island of Capri, in shape something like a gigantic hour-glass. It seems to exercise a peculiar fascination on all visitors to Naples, and few can withstand the temptation of braving the not always pacific Bay of Naples in order to visit the island which has inspired so many pens.

Climate and Temperature.—The special characteristic of the Capri climate is the softness and mildness of the atmosphere. Without being actually relaxing, it is not so stimulating as the Riviera climate. It is also very equable, and there is no unwholesome chill at sunset, as in the former place, or even at Naples, only twenty miles off. Capri also makes an agreeable residence all the year round, as the summer heat is tempered by the sea breezes. There do not seem to be any reliable tables of temperature, extending for any length of time, available ; but it appears from the few observations made that it is about as warm as Naples. Most writers who have described Capri speak well of the climate. The late Mr. J. R. Green, the historian, in his "Stray Studies," remarks of Capri that, "though possessing a climate which, if inferior to that of Catania, is distinctly superior to that of either Mentone or San Remo, it cannot be so highly recommended for invalids on account

of the insufficiency of medical advice, want of shops, and difficulty of communication between the island and the mainland in rough weather." Doctors Bennett and Yeo speak well of it; the latter considers the place good for the primary stages of pulmonary consumption. Capri is also a suitable place for cases of bronchitis.

The objection to Capri as an invalid residence owing to the absence of English medical advice does not now exist, as an English medical man, Dr. Donald Coles, has recently started a practice at Capri.

This gentleman, in a pamphlet recently published, sums up as follows "the advantages of Capri as an invalid resort":—

"The climate is singularly suitable to cases of pulmonary trouble, where, owing to partial consolidation of the lungs, presence of cavities, or dilatation of the bronchial tubes, the actual area of available lung surface is diminished. The purity of the air in this locality renders breathing far easier, and relieves the distressing symptom of rapid respiration. Cases of heart disease rapidly improve, if patients will strictly abstain from violent muscular or mental exertion when first they come to the island.

"Liver or kidney disease may receive the greatest benefit, if the sufferers do not indulge too freely in the ample fare of the many tables d'hôte, or in the *dolce far niente* of the Capresi lotus eaters; for Capri is one of the hungriest and laziest places in Europe. The dryness of the air and soil make the island specially adapted to the cure of rheumatic troubles, but it is absolutely necessary to wear warm woollen underclothing. This applies to every winter resort on the Mediterranean. Above all is Capri renowned for its medical effect on all classes of nervous disorders.

"Owing to the limestone formation and the hilly configuration of the island, no stagnant water or marshy ground exist. Hence its entire freedom from miasma or malarial fever."

Society.—There is a certain amount of society of a quiet

order to be had in Capri, as nearly a dozen English and American families are to be found among the occupiers of villas. The society is said to be unconventional, and the English and American families residing on the island manage to amuse themselves in a happy Bohemian way with picnics, water-parties, lawn-tennis, bathing parties, and informal evening gatherings, where there is a little singing, a little dancing, round games, and much good fellowship.

A good many artists reside all the year in Capri. In the winter the hotels are full of all sorts of people, but the residents do not see much of them.

Amusements.—The chief amusements are bathing, boating, and sailing. The bathing is particularly good. Open sailing-boats can be hired very cheaply by the week or month, and a man to sail it for about 30 fr. a month. There is also a small lawn-tennis club. These amusements, with walks, sketching, and photographic excursions, make up the recreation the island affords.

Sport.—There is very little shooting on the island, though quails are occasionally met with. These birds, and also wildfowl in the winter, are actually plentiful enough ; but the island is much shot over by the natives, so that there is very little game left for the English sportsman.

Excursions, etc.—Hurried tourists who think that, when they have paid the regulation visit to the Blue Grotto and taken a carriage to the little town of Capri, they have done the island, know nothing of the resources and attractions of Capri. Only those who have spent a winter here realise that the "vulgarisation of Capri" is strictly limited. In calm and fine weather it is, no

doubt, subject to the daily incursion of a vast horde of holiday-makers and excursionists by the Naples steamer, but these tourists interfere very little with the winter residents. Indeed, a large number of the Naples tourists, after having duly visited the Grotto, lunch at one of the hotels near the landing-place, and do not venture beyond the Marina.

Though Capri is limited in area, being not more than three miles long by about one mile broad, it is a *multum in parvo* of beautiful scenery, and is fringed with magnificent cliffs, in height little inferior to those of Cornwall or North Devon.

The walks and excursions are actually plentiful, and a systematic exploration of the island would require several weeks. The majority of the visitors, being merely tourists for the day from Naples, have no idea of the resources of Capri in this respect. As a rule, all they have time for is a hurried visit to the Blue Grotto and the Villa di Tiberio. These two excursions accomplished, the island is supposed to have been thoroughly done.

Perhaps the pleasantest excursion that can be taken is the regulation *Giro* or row round the island, which can be done very comfortably in one morning, with time to visit all the grottoes and caverns. Time about four hours. Boat with two rowers 8 to 10 fr. Most of these excursions are only very cursorily mentioned in the usual guide books, which, as a rule, content themselves with an unnecessarily long description of the Blue Grotto. Visitors intending to circumnavigate the island are recommended to start westwards, and begin with the Blue Grotto, which is about twenty minutes' row from the principal landing-place (La Marina Grande), as they will then be able to explore the caverns before the shoal of visitors from Naples arrives—

the steamers generally reaching the island about noon. Great care has to be exercised in entering the grotto, as the opening is not more than 3 ft. high and 2 ft. wide. The boatman waits for an incoming wave—the passengers lying down flat in the bottom of the boat—and, knocking and grating against the sides in a manner somewhat startling to timid people, the little bark enters the famous Grotta Azzura. If the sea is at all rough, or if there is a north or east wind, it is impossible to enter it. Unless it is a very clear day, visitors who have read the glowing descriptions in the guide books will be disappointed, the water being more green than blue; but if there is much sun, both the water and the roof of the cavern are of the richest cerulean tint, and the appearance of the little waves beating against the sides in a small sea of molten silver is most beautiful. Continuing the trip, and passing by some towering and inaccessible cliffs, the Punta Vitaretto (the promontory at the N.W. corner of the island) is doubled, and soon after the Grotto Verte (water of a deep emerald colour) and the Grotto Rouge are reached. Not far from here is a little beach, with an apology for a pier of extremely primitive construction. This place, Piccola Marina, is the only safe landing-place on the southern side of the island. Half a mile farther on are the Faraglioni group of rocky islets, extremely picturesque, and also extremely dangerous when the sea is rough. Soon after the boat reaches the famous Arco Naturale, the most striking feature of the coast. Here it is possible to land if the sea is very calm. Between this point and Da Capo are two other caverns—the Grotte des Stalactites and the Grotte de Mitromania—and a little farther on the precipitous cliff from which it is said Tiberius used to cast his victims—a sheer fall of 500 or 600 ft. Farther along the north-east coast the rocks are still very fine. If there is time, the Grotte de Boi might be visited. A few more minutes' rowing will bring the circumnavigator

back to the Grande Marina, and the round trip will have been completed.

In the village of Capri there are no specific objects of interest to be seen. It is a perfect labyrinth of picturesque, narrow alleys, and though the place is so small, it is easy to lose one's way; and even when outside the little town, the innumerable lanes winding through the orange-groves and orchards are skirted by high walls, and the visitor is occasionally constrained to brave the ill-concealed amusement of the Capriotes by mounting these walls to take his bearings. Though there is only one good carriage road in the island (from the Marina to Anacapri), it is intersected by a perfect maze of stony lanes and paths, barely wider than sheepwalks, which are only practicable for donkeys—the usual mode of locomotion. The most interesting excursion is to Lo Capo and the Villa di Tiberio, in the terrace by the little chapel which crowns the height. From this point there is a glorious view of the twin gulfs of Naples and Salerno, with the snow-capped peaks of the Apennines in the distance forming a magnificent background.

One of the most interesting "sights" of Capri is the Tarantella dance. Here it is far more real and picturesque than when danced at Baia by professional hirelings, who go through their task with greater or less animation according to the amount of money collected beforehand. When danced by the active and graceful Capriote girls their homely and somewhat coarse features are quite forgotten by the spectator in the beauty of the performance. The dance, which might be described as a little love-idyll embodied in graceful pantomime, is quite free from the objectionable sensual features of the Indian Nautch dance, with which it is sometimes compared.

A new and remarkably beautiful grotto, though its existence has been known to the Capriote guides and boatmen

for some years, in the cliffs near the Arco Naturale, has recently been rendered accessible to active tourists. It has been named the "Marvellous Grotto," and it is wonderfully beautiful.

"The maximum breadth of the grotto is fifty yards, and the maximum height one hundred yards. Wonderful stalactites and stalagmites meet the eye on every side. In the centre there is the appearance of a round green lake, bordered with yellow buttercups and gold-brown wallflowers. The grotto receives its light from below, and the turquoise reflection from the sea has the same effect as in the Blue Grotto, but then changes, as it passes upwards, into a tender emerald green, and ends in the deepest cerulean blue. One group of stalactites is perfectly rose-coloured, while others are marble white, cinnamon-coloured, or entirely black."

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels, Pensions, etc.—There is no other island in the Mediterranean so plentifully provided with hotel accommodation, in proportion to its size, as Capri. The village of Capri is about a mile from the landing-place (La Marina Grande). Here there are several good hotels. The largest, and the one most frequented by English people, is the Hôtel Quisisana (lit. "where one gains health," a favourite name for hotels at Italian health resorts). The terms for P. at this hotel are from 8 fr. to 10 fr. a day. It has a very pleasant and healthy situation, and has a large garden. Omnibus meets the Naples steamers. Of the cheaper hotels, the Faraglioni (P. from 7 fr.), just outside the town, Pagano, and France are perhaps the best. The P. of the two latter houses is very moderate—only 6 fr. a day. All these hotels have a southern aspect. The Hôtel Royal is well spoken of, and its situation (south aspect) renders it a suitable residence for invalids in the winter. The Hôtel Pagano is a picturesque building, and is composed of one large house and two or three villas, which are connected with the main building by quaint little viaducts, which bridge the garden and courtyards planted with orange trees. This hotel is a comfortable one, but its

clientèle is chiefly German. A favourite resort for German artists, some of whom have unfortunately left specimens of their artistic skill on every available space on the walls. The *salle-à-manger* is one mass of huge crude frescoes, utterly out of proportion to the size of the room. The Hôtel de France is pleasantly situated, and has a small garden. A new hotel, the Royal, close to the Piazza, is well spoken of. P. from 8 fr. A quieter house is the Hôtel-Pension delle Sirene, close to the Quisisana hotel, with terms from 6 fr. a day. Wine is included in the *pension* terms at the Capri hotels.

The hotels at the Marina are more suitable for tourists and others not contemplating a long stay on the island. They are not at all adapted for invalids, having a northern aspect, and they are too noisy and crowded on fine days when the excursion steamers arrive. The best is the Hôtel Bristol, which is the *succursale* of the Hôtel Quisisana. Messrs. Cook's coupons are taken at the Hôtel Quisisana. Some of the Marina hotels are branch houses of those at Capri, and are useful to visitors at the latter, as they can lunch or dine at the seaside hotels without extra charge. This privilege is convenient when making excursions round the coast.

The hotels at Anacapri are rather cheaper, and are homely but comfortable. The best are perhaps the Eden (new) and Paradiso, with P. from 5 fr.

Furnished villas are to be had, and the rents are moderate. A small one, with about half a dozen rooms, can be rented for about 150 fr. a month. In Anacapri they are even cheaper, and the gardens are generally larger.

Furnished apartments are numerous, and cheap if taken by the month. The usual charge for two rooms (bed and sitting room) is 35 fr. to 40 fr.

Properly trained servants are scarce on the island, but a cook could be hired at about 30 fr. a month.

Church Services.—There is an English church (All Saints'), where services are held twice every Sunday from November to May at 10.30 a.m. and 3 p.m. Chaplain (S.P.G.), Rev. T. C. Stanley, LL.D.

Doctor.—Dr. Donald A. Coles.

English Consular Agent.—Harold R. Trower, Esq.

U.S. Consular Agent.—T. S. Jerome, Esq.

Bank.—Opposite the Hôtel Quisisana.

Chemist.—Quisisana Pharmacy.

English Stores.—Morgano (also house agency); Alfred Green (Anglo-Saxon Company).

Postal Arrangements.—A mail arrives and leaves every day unless the steamers are prevented from sailing by bad weather. Letters from London take usually four days in arriving, and the delivery usually takes place between 2 p.m. and 5 p.m.

Cafés.—Hidigeigei (frequented by English and Americans); Bussetti (also Restaurant); Wiener Café.

Club.—Club Internazionale, Via Tragara. Billiards. English newspapers.

Conveyances.—The usual mode of locomotion in Capri is by means of donkeys. Until recently no cabs were to be obtained at Capri, but now there are several. The principal hotels now send an omnibus to meet the steamers. The fare for cabs from the Marina is 1 l. 50 c., return 2 l. 50 c. From Capri to Anacapri the fare is 3 l. Donkeys can be easily hired, and the usual charge for the day is 5 l., with a gratuity of 1 l. to the donkey-boy (or girl); to the Marina the tariff is 1 l. 25 c. The tariff for landing in boat from steamer (for there is no quay) is 30 c., and for the following boating-trips these are the usual charges: To the Blue Grotto, the official tariff is 2 l. 25 c. for one person, 3 l. 75 c. for two passengers, and 1 l. 50 c. for each additional passenger; to Sorrento and back in a boat with two rowers, 8 l. (10 l. is, however, usually paid); and for a row round the island, with two rowers, occupying about four hours if all the grottoes are visited, 10 l. Bargaining is necessary, however, and the boatmen are a rapacious crew. In an emergency, a hint at a complaint to the Sindaco (Mayor) might be found efficacious.

Guides.—For these there is no regular tariff, but an intelligent small boy can be hired for the day for one or two lire. As a rule the islanders only speak Italian, and French or English is of little use.

Living Expenses.—Though prices have risen of late years, winter residents will find the place, on the whole, fairly cheap. House-rent is very moderate, and provisions, especially fruit and

vegetables, are very cheap. Figs or grapes can be bought for 15 c. a kilo. in the season. Capri wine 50 to 60 c. a litre. Speaking generally, meat, butter, and milk are slightly cheaper than in England. Fruit, vegetables, wine, and oil are very cheap; fish in the summer is abundant, cheap, and of great variety. All imported articles, such as tea, coffee, sugar, English groceries, and canned goods are very expensive. Charcoal is used exclusively for cooking, and costs from 10 to 15 francs a month, according to the size of the family and the discretion of the servants. The price of beef is fixed by the Municipality at 2 l. 10 c. per kilo. Those, however, who want the choice cuts will have to pay at least 2 l. 50 c. per kilo.

English Library.—Circulating library at the Palazzo Cerio, close to the Parish Church. Open 10 to 12. About 1,200 vols. Subscription 2 l. a month.

Shops:—

Confectioner—A. Califano, under the Municipio.

Curios.—A. Trama.

Shoemaker.—G. Canfora, Corso Tiberio.

Ironmonger and Builder.—G. Vitale.

Tailor.—S. Trama.

Wine Merchant.—H. Moll, Piazza S. Nicola, Anacapri.

Guide Books.—There is no English guide book published dealing exclusively with Capri, but most of the guide books dealing with South Italy devote a certain amount of space to a description of this island. See under NAPLES. There is a useful little French guide by H. Berthe, the editor of *The Naples Echo* (price 75 c., Furcheim, Naples). The island is described at some length by the present writer in Cassell's "Picturesque Mediterranean." The classical monograph on Capri is "The Island of Capri," by F. Gregorovius. An English translation by M. D. Fairbairn (5*s.*) has recently been published by Fisher Unwin. Excellent descriptions of the scenery of the island will be found in "A Lotus Eater in Capri" (Bentley, 1893), by Dr. Walters. The Capri Improvement Society have published a little pamphlet which serves as a guide book to the island. It is sent to inquirers gratis.

III.—ISCHIA.*

"Summer Isle of Eden, lying in dark purple spheres of sea."

BY a coming resort we generally understand a new, recently discovered one, with a promise of ultimate popularity. In the case of Ischia (an island in the Bay of Naples, as beautiful as Capri, but not so well known) it is, however, necessary to strain the interpretation a little, for up to the earthquake of 1883, when the greater portion of the population of Casamicciola (the principal watering-place of the island) and a large number of foreign visitors, including several English, lost their lives, not only had Ischia "arrived," but it was beginning to rank as one of the most popular winter stations of the South of Italy.

Perhaps it would be more accurate to describe the place as a renascent winter station. The earthquake had, indeed, converted Casamicciola into a vast *campo santo*, and one may say, with strict literalness, that Casamicciola of to-day has risen, phœnix-like, from its ashes.

Few disturbances of the earth's surface that have taken place in Europe in the last quarter of a century have caused such wholesale destruction of lives and property as the Ischia earthquake of 1883. Yet there can be no doubt that many lives were unnecessarily sacrificed to the short-sighted policy—to give it no harsher term—of the hotel keepers and others interested in keeping visitors in the island, who, according to rumours only too well founded, ignored certain premonitory signs manifested by the disturbed state of the thermal springs.

During a recent visit to the island I heard several stories to this effect—though, of course, I cannot vouch for their authenticity. It was said, for instance, that one hotel proprietor threatened to dismiss any of his *employés* who should mention any of the rumours current among the native population as to

* Abridged from an article contributed to *The Queen*, February 24th, 1894.

the ominous symptoms of the approaching disaster. There is a dramatic sequel to this legend, for it appears that Nemesis overtook this unhappy hotel keeper, as he was one of the victims of this terrible catastrophe.

Then, too, the faulty construction of the houses in the island—solid and massive roofs supported by heavy rubble walls—was, according to Dr. Johnston-Lavis (author of an elaborate monograph on the earthquakes of Ischia, and an authority on the subject of volcanic eruptions), one of the chief causes of the great loss of life. This gentleman had visited Ischia only ten days before the earthquake, and was staying at the well-known Piccola Sentinella Hotel, for the purpose of verifying some measurements for his account of the Ischia earthquake of 1881. From certain signs ominously suggestive to scientific experts, he considered another earthquake was likely to befall the island at no distant date, and mentioned his fears to the guests at the hotel. It appears that a gentleman who sat next to him at *table d'hôte* used to indulge in good-humoured banter at the scientist's expense on the subject of his seismic researches and prognostications. On visiting the scene of the catastrophe immediately after the event, Dr. Johnston-Lavis was shocked to find that this light-hearted sceptic had found his grave among the ghastly ruins of the wrecked *salon*.

Many more or less moving stories are told in connection with this terrible catastrophe, and one tragic episode serves as a ghastly instance of the "long arm of coincidence." In the drawing-room of the Piccola Sentinella Hotel on the evening of this awful calamity most of the visitors were assembled, and one of them, an Englishman and a skilled pianist, was pressed to play to the company. Rather against his inclination, he consented, on condition that one of the young lady visitors should first sing to his accompaniment. The girl consented, and took her station at the piano. When her song was finished, he was called upon to keep his promise. Straightway he struck up the "Dead March in Saul." He had not proceeded with more than a few bars when the fatal roar of the earth was followed by the crash of the falling house, and in an instant all were buried in the ruins. When some days afterwards the *débris* was cleared away, the dead pianist was found sitting

cross-legged before the smashed piano, and the fair singer lying dead by his side. But this is only one of the grim stories which the islanders are fond of retailing to the curious tourist.

The conduct of some of the local authorities after the catastrophe certainly does not reflect credit upon them, to say the least, and shows how in Italy the red tapeism and the devotion of petty functionaries to official routine stifle all feelings of ordinary humanity. When this terrible news reached Naples, certain public-spirited and energetic members of the English and German communities at once chartered a steamer, which was hastily loaded with provisions, clothing, tents, blankets, wine, medical comforts, etc., for the thousands of homeless survivors of the earthquake, and despatched it to Casamicciola. Arrived off the ruined town, the Customs authorities refused to allow the cargo to be landed, except on payment of almost prohibitive *octroi* duties. Fortunately, the officer in command of the little garrison took the law into his own hands, and, with a heroic disregard of consequences—for of course it was doubtful if his superiors would condone such defiance of official authority —openly defied the *dogana* functionaries, and allowed the goods to be landed and distributed under the protection of a military escort.

The island is at length, after a few years of comparative neglect, beginning to recover from the cruel blow to its prosperity, aided by a kind of subsidy from the Government, who offered a premium of 40,000 lire to the first hotel proprietor who rebuilt his establishment. This premium has been earned by the proprietor of the Piccola Sentinella, the leading hotel. This hotel is now rather incongruously called Grand Hotel Piccola Sentinella. Pension with south room from 8 fr. The other hotels are the Bellevue, Sauvé, and Eden, which charge from 7 fr. for pension. Wine is included in these charges. These four hotels are the only ones open in the winter. In the summer—for Casamicciola is primarily a summer bathing resort—the hotel terms are slightly higher.

Since the completion of the Cumana Railway the island has been rendered very easy of access from Naples, and a steamer runs daily between Ischia and Torre-Gaveta (the terminus of the railway) in connection with the Naples trains. Fares, Naples

to Ischia or Casamicciola (including steamer from Torre-Gaveta), 4 fr. 25 c. first, and 3 fr. 40 c. second class (return, 8 fr. and 6 fr. 65 c.). The steamer calls at Porto d' Ischia (Albergo Angarella) before arriving off Casamicciola in about $1\frac{1}{4}$ hours after leaving Torre-Gaveta. There is an alternative route by the small steamboats which run daily from Naples to Ischia and Casamicciola ($3\frac{1}{2}$ hours). Return fare, available for four days, 5 fr.

Climatically, there is very little difference between Ischia and its sister island Capri, both possessing a mild, soft, and very equable marine climate. Some visitors, however, complain of the absence of tonic properties, and find it rather relaxing. The scenery is interesting and picturesque, but it cannot boast of the grandeur, boldness, and striking contrasts of Capri. It possesses, though, many fine points of view, and the charming prospect from the summit of Monte Epomeo can hold its own with many of the more famous mountain views in the south of Europe. The view is often compared with the better-known one from the Hermitage of Capri—as familiar to Continental travellers as the magnificent panorama from Richmond Terrace is to Londoners—and though opinions will, of course, differ as to the relative beauty of these prospects, the one from Monte Epomeo is certainly more varied, and includes all the beautiful features of the Bay of Naples, with its unequalled combination of sea, mountain, and island scenery.

Ischia may be said to have two distinct seasons. In summer it is much frequented by Italians as a bathing station. The season for foreigners, chiefly Germans and English, is the spring. The numerous alkaline hot springs, in connection with which is a hydropathic establishment, give the place a distinct standing as an invalid station.

There have recently been serious attempts to resuscitate Casamicciola as an invalid resort, and to re-establish the vogue of its thermal springs. But, however well adapted by nature as a sanatorium, the promoters and well-wishers of Ischia can hardly expect it to become a serious rival to the other health resorts of South Italy till invalids' necessities in the shape of resident medical men, chemists, etc., are added to the resources

of the island. As a holiday resort, or even as a winter residence for non-invalids, the island is in many respects equal to Capri, which has become of late too exclusively the happy hunting-ground of the carpet-bag tourist and cheap tripper. In fact, the æsthetic value of the latter island (once the headquarters of a flourishing little art colony) has of late years rather deteriorated in the eyes of artists, owing to its popularity as a tourist centre. Ischia, on the other hand, besides being some three times the size of the islet desecrated by memories of that "deified beast Tiberius," is comparatively quiet and secluded, so that the primitive and unsophisticated character of its inhabitants has not been destroyed by daily crowds of passing English and American tourists.

PART V.

THE SOUTH OF SPAIN.

I.—MALAGA.

FOR artists and those who take an interest in archæology and architecture Andalusia is a grand field, abounding as it does with remains of Roman and Moorish civilisation, and containing some of the grandest examples of Moorish architecture in the world. Spain is no longer, like Russia, Greece, Egypt, the Holy Land, and other expensive goals of travel, the favourite and almost exclusive touring ground of rich idlers and *dilettante* travellers of the old school, with their following of couriers and interpreters.

The south of Spain is also rapidly coming into favour with a large class of visitors, neither tourists nor invalids, who wish to escape the cold and treacherous English climate by spending the winter months in the genial South. They do not desire a purely invalid station, and are equally averse to an expensive and fashionable pleasure resort, and therefore dislike the conventionalised and overcrowded region of the French Riviera, in spite of its undeniable natural beauties. To these, Malaga, with its delicious climate, its beautiful surroundings, and its facilities for reaching what are, in many respects, the most interesting cities in Europe, seems as desirable a winter residence as any resort in the South. As a health resort for invalids, however, there are several objections to Malaga, which will be noticed in the paragraph on climate. The most suitable quarters for visitors of this class are certainly not any of the hotels in the town, but in a villa in the new suburb of

Caleta (see below). Here an English controlled hotel or *pension* might have fair chance of success.

Routes.—See end of book.

Climate.—Malaga has a delightful climate. It is almost as mild as Algiers or Tangier, and there is much less rain than at either of these towns. For the whole year the number of rainy days is about thirty. The atmosphere is remarkably clear and sunny, clouds being very rare. The mean average temperature from November to April is 56°, and the thermometer during this period rarely falls below 50°, even at night. With regard to windiness, Malaga can compare favourably with Cannes or Nice, as winds are very rare, though it must be allowed that they are very trying when they do occur. The town is well sheltered, but rather too low-lying, as most of the streets are not more than 12 feet or 15 feet above the level of the sea. The streets being very narrow, plenty of shade from the glare of the sun can be obtained while strolling about the town.

The meteorological observations, extending over a period of nine years, which have been collected by Dr. Lee, are of great value to intending visitors. It appears from these statistics that the temperature is very equable, the mean daily range during the winter months being only 4°, which compares favourably with the 9° range of Nice. To compare Malaga with other winter stations, it is 7° warmer than Nice, and 13° than Pau, but it is 4° colder than Cairo, and 3° than Malta. For the three spring months the mean temperature is 62½°. The air is very dry, and has a stimulating effect. The rainfall is very slight, and there are on an average only *ten* rainy days during the three winter months. With regard to the cases which would be chiefly benefited by the Malaga climate, Dr. Lee considers that the warmth, dryness, and equability of the climate would prove very beneficial in most cases of chronic gout and

rheumatism, and most scrofulous complaints. With regard to its suitability for phthisis, he hesitates to commit himself to a definite opinion, and on this point medical men differ a good deal. Some consider that consumptive persons not of a very excitable temperament might do very well here so long as they do not live in the town itself, but in a villa in the neighbourhood. It must be allowed, however, that in spite of the defective sanitary arrangements of Malaga, it is a remarkably healthy city, as is shown by the mortality statistics; and it has always been free from endemic diseases.

It will be allowed, then, that the climate is as good as any on the northern shores of the Mediterranean; but the town has not of late years—and especially since the superior attractions of Algiers have become well known—been very popular with medical men as a health resort for consumptive patients. It is considered that its great climatic advantages are neutralised by the unsatisfactory local conditions of the town. It is densely populated, and it has no hotel in the suburbs to which invalids can resort. The sanitary conditions also are defective. This state of things might easily be altered, and if some capitalist were enterprising enough to build a large hotel or hydropathic establishment in the neighbourhood, with a resident doctor, chaplain, etc., there is every probability that Malaga would, in time, become a popular health resort. The exceeding beauty of the country, the lovely climate, and the interesting associations connected with this part of Spain, would probably draw away many winter *habitués* of the Riviera resorts.

A well-known authority on climatic stations, writing in *The Lancet* (November 19th, 1892) declares that "Malaga possesses one of the best climates in Europe," but he is careful to add that in spite of its climatic advantages "we may well pause before sending patients, especially pul-

monary cases, to a large, busy, and not too clean Spanish city." These remarks do not, however, apply to the entirely new suburb called the *Caleta* and the better part of the town.

"A vigorous effort has been made of recent years to 'boom' Malaga as a winter resort, but its success is seriously hindered by the dirt of the streets and by the inefficiency of the drainage system. The lack of dust-free promenades is also much felt." —BAEDEKER'S "Spain," 1901.

With regard to the sanitary conditions, water supply, etc., of Malaga, Dr. Clarence Visick, who has practised for over twenty-one years in Malaga, kindly sends me the following observations :—

"The question here arises, whether the sanitary arrangements are, or are not, so defective as to require notices in all articles written about Malaga. The proof of the pudding is in the eating thereof, and I can state that I have lived here twenty-one years. In the first ten years I attended only *one* case of typhoid fever, and since that time I have seen two other cases. All these three cases were in people of English extraction.

"Now Malaga has a perfect water system, the only one on the Mediterranean. The water is brought into the town in two 20-inch pipes from an inexhaustible spring ten miles west of the town. The pressure is very great and *constant*, and no deposits or open channels can exist, so that no kind of disease can be introduced into the town by the drinking water, which is of very superior quality. During the last few years, owing to the extension of the Torremolinos water system, about two hundred villas have been built in the suburbs, chiefly along the coast, as far as the village of Palo."

Amusements.—Visitors have many opportunities of amusing themselves if they are willing to take part in the numerous public entertainments of the city. There is a very good theatre, concerts are periodically given by the Sociedad Filarmonica and other musical societies, and there are occasional bull-fights. Entrance, 4 pesetas to the

"Sombra" (in the shade) for good bull-fights, much less for others. A military band plays on the Alameda in the afternoons, and in the evenings in summer. Italian opera companies come from Madrid to the Cervantes Theatre. The carnival festivals are very gay. English visitors are admitted on introduction by a member into the *Circulo Malagueño*, the principal club, for a week without payment. There are very few English residents in Malaga, so that there is little or no society, as the word is usually understood. There is a Lawn Tennis Club with three gravel courts, for which the subscription is 10 pesetas a month, and a Boat Club, 10 pesetas a month.

Sport.—There is abundance of game in the province of Granada, and rabbits, hares, and partridges are plentiful. In the marshes near Malaga there is capital snipe and woodcock shooting in the winter, and wild ducks of all sorts abound. There is hardly any big game within reasonable walking distance of Malaga, and sportsmen with more ambitious views must go north. Among the sierras of the north and central provinces big game of all kinds—wild boars, bears, wolves, deer, bustards, etc.—are plentiful. They are, to some extent, preserved, and Englishmen wishing to join in the various *battues* and hunting parties should get introductions to the local grandees. Foreigners are supposed to be provided with a shooting permit (a license similar to the French *permis de chasse*); but, as a matter of fact, Englishmen are very rarely asked for it by the Spanish officials. It is, however, advisable to get one. They can be obtained through the Spanish Consul-General in London. For additional information see O'Shea's "Spain," and "Wild Spain," by A. Chapman and W. T. Buck (Gurney & Jackson, 1893).

Objects of Interest.—The *Cathedral*, between the Alameda and the Custom House, as usual in these erstwhile Moorish cities, occupies the site of the mosque. The greater portion is

comparatively modern (1719). It is still unfinished. The style is hybrid, "characterised by all the defects of the pseudo-classical school at the worst periods."—*O'Shea.* The west tower is lofty (350 feet) and well-proportioned. Fine view from the top (fee 50 c.). The chief attraction of the Cathedral are the *choir stalls.* The fifty statues are admirably carved, and Murray (who gives a complete list) considers them the finest in Spain. The chapels are indifferent. The most interesting are *Capilla del Rosario*, with the large picture of the "Madonna of the Rosary" by Alfonso Cano, and *Capilla de los Reyes*, with a holy image carried by the Catholic sovereigns in their campaigns.

Close to the Church of El Cristo de la Victoria is the mean-looking *Church of San Roque*, of interest as the first Christian Church built by Ferdinand and Isabella after the conquest of the city in 1487.

Alcazaba and *Gibralfaro* (from *gebel*, rock, and *faros*, light-house).—This fortress (500 feet) is the key of Malaga. It should be climbed for the sake of the fine views. Notice the Puerta de Hierio (the principal entrance), in which are to be found traces of Roman columns. The horseshoe arches are the most characteristic specimens of Moorish architecture in Malaga. As the castle is used as a prison it is not easy to gain admission, but the tourist might get a *permiso* at the office of the Military Governor, opposite the Bank of Spain. The Alcazaba is of older date, and is built on the site of an ancient Phœnician fortress.

Atarazanas.—Behind the Alameda in the C. Atarazanas (which occupies the site of the Moorish Arsenal) is an ancient Moorish archway, which makes a delightful "bit" for the artist.

Alameda.—A magnificent promenade. A beautiful carved sixteenth-century fountain here has an eventful history. It was brought from Genoa to decorate Charles V.'s Granada Palace. The vessel in which it was carried was taken by Barbarossa, but recovered by General de Galeras. A military band plays here every evening.

Torrijos Monument.—This monument in the Plaza de Riegio commemorates the treacherous massacre of General Torrijos and his partisans (among them Captain Boyd, an Englishman) by Moreno in 1831.

La Conception.—A drive to the beautiful country house of the Marqués de Casa Loring will give an idea of the remarkable fertility of this part of Spain. Here palms, bamboos, arums, cicadas, and other tropical plants flourish luxuriously in the open air. In the grounds is a small Grecian temple with a valuable collection of Roman antiquities found at Cartoma and Osuna.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—Considering the size of the town, Malaga is badly off in hotel accommodation, as there are few suitable for English visitors. The best and most fashionable is the old-established Hotel de Roma (formerly de la Alameda). It is more expensive than the others, the lowest charge for *pension* being 12½ pesetas per day. It has a lift, and the central hall is roofed in with glass, forming a comfortable lounge or smoking-room, free from draughts. This is a fairly comfortable and, for Spain, well-managed establishment; but the furniture and appointments are poor and scanty for the principal hotel of a great city. Other hotels which I can venture to recommend to English travellers are the Nuevo Victoria, Calle Marques de Larios (6 pesetas lowest charge, but the cooking is entirely Spanish), and outside the town, Fonda de Cordoba, Calle Martinez de la Veya, and Hotel Miramar, Bella Vista (with large garden). Then there is the private hotel Villa Belvedere, Monte de Sancho, with *pension* from 8 pesetas. English guests are well cared for here. The best of the cheaper hotels, chiefly commercial houses, are Londres and Paris, charging about eight pesetas a day. At the Hotel de Roma there is an English interpreter, and in a town where English is very little spoken this is a great recommendation. All the hotels are kept open all the year, as Malaga is an important summer bathing station. Cook's coupons accepted at the Hotels Roma and Londres. The hours for meals at Spanish hotels are, usually, *déjeuner* (generally *à la carte*), 11 a.m. to 1 p.m., and dinner 6.30 p.m. "Mrs. Cooper, Hacienda de Giro, has a very comfortable house for English paying guests. Cooking excellent."—*The Queen.* There are no furnished apartments obtainable, and as all the hotels are in the heart of the

town, this want of suitable accommodation for invalids has prevented Malaga from being much frequented as a health resort pure and simple, though as a winter residence for the more robust class of invalids it is occasionally recommended by medical men. Furnished villas are very scarce, but there are a few in the suburbs, which can be rented for the season. Apply to Secretary, "Sociedad Propagandista du Clima de Malaga," who will be glad to furnish any information to those desiring it about Malaga or its neighbourhood.

Spain has deservedly a bad reputation for hotels, compared with other countries of Western Europe. Except in Madrid, Barcelona, and one or two other places, there are no really first-class hotels in the country, though at Seville, Granada, Malaga, and other tourist centres in the south of Spain, very fair, but not first-class, accommodation is to be obtained. To show how far behind the times Spanish hotel proprietors are, it may be mentioned that there are hardly any passenger lifts—a fair test of the modernity of an hotel—in the peninsula. The worst points of the average hotel are the defective sanitation—the lavatory arrangements being unpleasantly primitive—inefficient service, scanty bedroom accommodation, want of comfort in the barely furnished reception-rooms, and the absence of fireplaces or any warming appliance in the form of *calorifères*.

We must not, however, forget the good features of Spanish hotels. The table is plentiful and the cooking good, though the service and table appointments lack refinement. Then the American *pension* system is universal, and extras do not figure largely in the bill—a distinct advantage in a country where French or English is rarely understood. It must be admitted, too, that the *salons* and bedrooms are large and airy, and the large covered-in *patio*—a feature of most hotels—makes an admirable lounge for smoking. It is, perhaps, when he is leaving the hotel that the guest has one of the greatest drawbacks of Spanish hotel life unpleasantly brought home to him.

The giving of gratuities has not been reduced to a system, as in other countries of Western Europe. Tipping in a Spanish hotel is more in the nature of compulsory *backsheesh*, and here in the most western country of Continental Europe "the West shakes hands with the Orient." All the *employés* gather like

vultures to speed the parting guest after their own fashion. All travellers are reduced to the same level, from the merest neophite in travel to the experienced tourist, who in other countries knows to a nicety whom and how much to tip. Here every one expects a vail—a miscellaneous crew of waiters, porters, guides, chambermaids, and hotel touts hold out itching palms.

The tariff of hotels throughout the whole of Spain seems governed by a very simple principle. There are practically, as regards price, only two classes of hotels in Spain: the so-called first-class hotels, which are visited by foreigners chiefly, and the second-class, or native hotels. The charges at the first-named run from ten to fifteen pesetas per day, including wine. At the second-class hotels (only possible for tourists who speak Spanish fluently) eight pesetas a day is the usual charge.

Church Services.—In the Church at the English cemetery. Trams every seven minutes from the Alameda. 11 a.m. and 3 p.m. Chaplain, Rev. A. Evans, M.A.

Consuls.—H.B.M. Consul, Alexander Finn, Esq., Vice-Consul, C. Cowan, Esq., 93, Cortina del Muelle (near the Custom House), 11 a.m. to 3 p.m. U.S. Consul, D. Birch, Esq., Vice-Consul, T. R. Geary, Esq.

English Doctor.—Dr. Clarence Visick, 7, Vendeja.

Dentist.—A. Baca (Spanish).

Chemists.—De Guzman, Calle del Marques de Larios; Caffarena, Calle Marques de Larios.

Yacht Agent.—Mr. Arthur Troughton, 4, Calle Olozaga. Agent of the R.Y.S.

English Stores.—G. Hodgson, Puerta del Mar.

Postal Arrangements.—Malaga is about four days from London by post, and a mail arrives and departs twice a day, but there is much delay in the delivery. Postage: 25 c. per ½ oz. to countries in the Postal Union; within the town, 10 c.; to any part of Spain, 15 c. Telegrams: To any part of Spain, 1 peseta for fifteen words; to the United Kingdom, 3½*d.*; France, 2*d.*; and Gibraltar, 1½*d.* per word. The parcel post at the rate of 2*s.* for parcels not exceeding 6½ lb., but, as in France and Belgium, is not undertaken by the Post Office, but by the Railway Companies, and it is strongly advised not to send anything of value by it, and in any case to have the parcel

registered. Post and Telegraph Office, Calle Cister, facing north door of Cathedral. Open from 8 to 12 a.m., and 2 to 7 p.m. Postage for Gibraltar and Portugal is less than the inland rates, viz., 10 c. It is customary to give the letter-carrier 5 c. on delivering letters. Visitors spending the winter will find it advisable to compound for these constant petty gratuities by a good tip at the beginning of the season. Another peculiarity in the postal service is that there are no post-office orders. The smallest sum transmissible by post is a 25-pesета note by registered letter (*valore declarado*). Money orders are, however, issued by the Giro Mutuo Office.

English Bankers.—Messrs. Clemens & Petersen, 2, Alameda de Colon; McAndrew & Co., Cumming & Vandulken, Alameda de Colon; Rein & Co., Alameda Hermosa.

Cafés and Restaurants.—Loba, in the Plaza de la Constitucion, and Ingles, Calle Marques de Larios, are the best.

Clubs.—Circulo Malagueño, Cortina del Muelle, 10 pesetas a month. Visitors can be introduced by a member, for one week gratis, to any of these clubs, and will find them well provided with newspapers, billiard and reading rooms. Circulo Mercantil, Marques de Larios; Liceo, Plaza de San Francisco (with a branch in the Calle Marques de Larios). These are handsomely appointed establishments. Monthly subscription, 5 pesetas.

Conveyances.—Cabs: By the course, 1 peseta; by the hour, 2 pesetas. After midnight double fares are charged. A two-horse carriage would cost 8 pesetas for the afternoon, and from 12 to 15 pesetas for the whole day; bargaining necessary. Charge for cab to San José (a favourite excursion) and back is 7 pesetas. Boat fares: Landing, 50 c. for each person and each package. Omnibus: To or from station, 1 peseta for a passenger with luggage. Trams leave the Alameda for the Caleta (the residental suburb) and Palo every seven minutes. There is also a service of trams from the railway station to Palo every fifteen minutes, joining the former line at the Mole. Saddle-horse can be hired for the day for 8 pesetas. In long excursions most people ride, and good ladies' saddles are sometimes to be had. They can be hired at Valero, Calle de la Purificacion.

Language.—English is hardly understood at all, except at one

or two of the hotels; but French is spoken at the principal shops. Officials of all kinds—post-office clerks, booking-clerks, custom-house officers, etc.—do not condescend to speak a word of any language but that one which, according to the Emperor Charles V., is the only one fit for kings and princes to use, viz., Spanish. With a fair knowledge of French, and either a smattering of Italian or a knowledge of Latin no more profound than that possessed by an average University passman, it is possible to understand the general meaning of a Spanish newspaper, placard, or official notice. The most convenient phrase-book in English and Spanish is "Spanish Self-Taught," one of the well-known "Self-Taught Series," published by Messrs. Marlborough, 51, Old Bailey, E.C.

Living Expenses.—In most respects Spain would be a dear place for strangers, but the exchange now (and for some years past) is all in favour of the foreigner. Though hotels frequented by Spaniards are very cheap, those visited by English people are rather expensive, compared with those of France and Italy. Travelling by diligence is costly too, and conveyances and locomotion generally, guides, porters, etc., will cost more than in France or Italy. In fact, the old notion that every Englishman who travels for pleasure must be consequently overburdened with riches has not yet altogether died out in Spain, though it is fortunately not quite of such universal acceptance now. This is probably owing to the country not being so much visited by tourists as the other countries of Western Europe.

A bachelor accustomed to living on the Continent will, however, be able to live during the winter at Malaga at a moderate expense by dining at a restaurant (making special terms by the month), and taking a room at from 25 pesetas to 35 pesetas a month in one of the boarding-houses, called *casas de pupilos* (*maisons meublées*). This is often done by artists. One kept by Señora de Cordoba, Calle Barroso, No. 1, can be recommended.

Money.—Pesetas and centimos (equivalent to francs and centimes). Tourists should be careful to take as little Spanish money out of the country as possible, as, owing to Spain not having joined the Latin Monetary Union, their coinage is either refused in France or subject to a charge of a sou on every peseta,

and sometimes two sous. Always change English money at a bank, and not at a money-changer's. There is a good deal of counterfeit coinage in Spain, especially two-peseta pieces. The bank notes in circulation are from 25 to 1,000 pesetas, and should be avoided, as there is occasionally some difficulty in changing them when outside the province where they were issued. Though the official coinage in Spain is reckoned in pesetas and centimos, for all practical purposes the old reckoning of reals and dollars obtains. One real is equivalent to twenty-five centimos, so that four reals make one peseta, and a dollar consists of five pesetas.

When shopping, always ask prices in reals, not centimos or pesetas.

Unless Spanish bank notes are taken, the only alternative are very cumbrous silver dollars, very nearly seven to the £1. "I found that notes of the Banco de España were readily changed at every hotel, while in the case of English gold it was necessary to resort to a *cambista*, or money changer. I should not recommend the traveller, in any instance, however, to carry notes of a higher denomination than 100 pesetas. £10 is nearly equivalent to 350 pesetas, which, if not taken in notes, would be paid to the traveller in the shape of 70 silver dollars, which would weigh about 2 lb. or more—physically an impossible burden."—H. L.

The current rate of exchange is placarded in all money-changers' windows day by day, nor does it vary much, if at all, from town to town. The rate is at present about 35 pesetas to the £1 sterling.

Passports.—Travellers should remember that passports are still liable to be asked for in Spain, especially if the traveller has arrived from Algeria. They should have the *visa* of the Spanish Consul-General (20, Mark Lane, London, E.C.), for which a fee of 9*s.* 8*d.* is charged. Without one it is difficult to get letters from the poste restante (*cartas en lista*). A passport also facilitates admission to private galleries, etc.

Hints on Railway Travel.—The proverbial dislike of the Spaniards to hurry is exemplified in railway travel. Even the express trains never exceed thirty miles an hour. The first-class carriages are particularly comfortable and well equipped. The fares are moderate, while those of the second class are relatively

high, considering the poor accommodation. The buffets at refreshment stations are well supplied, and by through trains plenty of time is allowed for lunch (3 pesetas) and dinner (4 pesetas). At these buffets French is sometimes understood. Tourists may be reminded that Ford's paternal hints on conduct in travelling, set forth at great length in Murray's Handbook, are now rather out of date, and these counsels of perfection are a little high-flown and unnecessary. It is not, for instance, considered a mark of ill-breeding to omit to offer one's fellow-travellers a share in one's lunch basket. But of course, in Spain, as throughout the Continent, not to raise the hat on entering or leaving the railway carriage shows a distinct *manque de politesse.*

Shops.—The following are a few representative shops :—

Curios, etc.—Ohno, 93, Calle Granada ; Cantarero, Cortina ad Muelle, and others.

Glover.—Castilla, Calle Granada.

Grocer.—Aceña, facing the Hotel de Roma.

Hairdresser.—Porras, 9, Calle Larios.

Photographers.—M. Osuna, 4, Calle Martinez ; Ayola, Calle Granada ; Mouchard, Plaza de la Constitucion ; Tamboury, 6, Calle Marques de Larios (Kodak articles).

Tailor.—Beffa, Puerta del Mar.

Wine Merchants.—Rein & Co. ; Clemens & Petersen.

Guide Books, Books of Reference, etc.—Murray's "Handbook to Spain" (8th ed., 1892, £1) is invaluable to tourists. O'Shea's "Guide to Spain" (12th ed., 1902, 7*s.* 6*d.*) is also very good, and gives a very full account of Malaga. Baedeker has recently added Spain to his indispensable series of Guides (1901, 16*s.*). There is also a description of the town in Black's "South-Western France" (6th ed., 1895, 2*s.* 6*d.*). Joanne's "Espagne et Portugal" (18 fr., 1900), and "Western Mediterranean" (Macmillan, 1902, 9*s.*), give very full information. Malaga is noticed in Dr. Bennet's voluminous work on the Mediterranean Littoral, and also in Otter's "Winters Abroad." A reliable and handy pocket-guide to Andalusia, with detailed descriptions of the most interesting and most frequently visited towns in the south of Spain—Seville, Granada, Malaga, and Cordova—is much wanted.

There are a great many books dealing with Spanish life and

travel. Washington Irving's and George Borrow's works are considered as classics, and these authors have done for Spain what J. A. Symonds and A. J. C. Hare have done for Italy. Mr. Hare has also written a book of Spanish travel called "Wanderings in Spain" (G. Allen, 7*s.* 6*d.*). Of other books of reference, mention should be made of O'Shea's "Romantic Spain"; Lomas' "Sketches in Spain" (10*s.* 6*d.*); Mrs. Elliott's "Diary of an Idle Woman in Spain" (3*s.* 6*d.*); "Spain," by E. de Amicis; "Spain of To-day," by W. R. Lawson (1890); "Spanish Cities," by A. C. Stoddart (Chapman & Hall, 1892, 7*s.* 6*d.*); "Spain," by Rev. W. Webster (Low's Foreign Countries Series); "A Vagabond in Spain," by C. B. Luffman (Murray, 1895, 6*s.*); M'Clintock's "Holidays in Spain" (6*s.*); "Lazy Tours in Spain and Elsewhere," by Mrs. Chandler Moulton (Ward, 1897, 6*s.*); "Sketches A-wheel in fin-de-siècle Iberia," by F. Workman (Unwin, 1897, 6*s.*); "A Corner of Spain" (Malaga), by Miriam C. Harris (Houghton, Boston, 1898); "The Romance of Spain," by C. W. Wood (Macmillan, 394 pp., 1900, 10*s.*). The following articles might also be profitably consulted: "On Wheels in Spain," by C. Edwardes (*Field*, August 26th, 1896), and "The South of Spain in Midsummer," by Joseph Pennell (*Century*, September 1896). Of special interest to invalids is Dr. Edwin Lee's "Climates of Spain," which contains a great deal of meteorological information on the Spanish health resorts. There is also the *brochure* of Dr. More Madden, entitled "The Climate of Malaga." An amusing account of Spanish life and customs will be found in Théophile Gautier's "Voyage en Espagne."

II.—GIBRALTAR.

"The straight Pass where Hercules ordained
The boundaries not to be o'erstepped by man."—*Dante.*

GIBRALTAR is rather difficult to classify among the Mediterranean winter resorts, and may be considered more of a holiday resort than an invalid station. It cannot be said to be at all frequented in the same sense as Mentone or San Remo, nor can it be considered as a resort of fashion like Cannes or Monte Carlo. In one sense, however, it may be regarded as a health resort, for, like Malta and Cairo, it is used as a kind of half-way house by those invalided from India or Australia who wish to avoid a sudden change from a hot to a comparatively cold climate. Of late years, too, the voyage to Gibraltar and back has been frequently recommended by medical men as a kind of fillip or tonic to patients suffering from over-work, and who cannot afford to devote more than three weeks or so to recover their health or to gain tone.

Though the climate is mild and sunny, and the hygienic conditions of the town are satisfactory, Gibraltar is seldom recommended as a winter residence for consumptive patients, on account of the pernicious east winds (levanter) which are not unknown in the months of January and February, though they are more frequent in the early autumn. But for the more robust class of invalids, and especially for those who are not suffering from any specific disease, but are recommended to spend the winter in the South, it is fairly well adapted. Gibraltar possesses many

resources in the shape of pleasant society and amusements, and the town is certainly healthy, as is proved by the low rate of mortality. In addition to these advantages, plenty of good medical advice and all English comforts and luxuries are easily obtainable.

For tourists Gibraltar makes a capital headquarters from which to make excursions to the interesting towns of the south of Spain, and also to Tangier, Ceuta, Tetuan, and other Morocco towns.

Greater facilities for visiting the great show cities of Spain—Cordova, Granada, and Seville—are now afforded by the new line from Algeciras, on the opposite side of Gibraltar Bay, to Bobadilla, which was opened in 1894. Then a concession has been granted by the Spanish Government for a railway from Algeciras to Malaga. The proposed line will branch off the Algeciras and Bobadilla Railway a few miles from Algeciras. In a few years Gibraltar will perhaps become in reality what its geographical position seems to demand—the great gateway for English travellers to Spain.

Climate.—The climatic conditions of Gibraltar prevent it becoming a much frequented winter refuge for invalids. The winter climate is often compared with that of Malaga, but in most respects it is inferior. The latter town, for instance, is certainly much better protected from the cold winds. At Gibraltar the levanter, or east wind, is a far greater drawback to the climate than the sirocco at Algiers, or the mistral of Hyères, and it is besides, far more prevalent at Gibraltar than the latter winds are at Algiers or Hyères. This wind is occasionally accompanied with mist. The temperature is about the same as that of Malaga, the mean average in January, the coldest month, being 56°. The great features of the Gibraltar climate—its continuous sunshine and

small proportion of rainy or cloudy days—tend to shorten the season. Even towards the end of April the heat of the sun intensified by the refraction from the cliffs renders the place a trying residence for most visitors. Meteorological observations are published daily in the *Gibraltar Chronicle*.

The sanitary arrangements of the town are very good, and, on the whole, it is a healthy place.

Society.—The society is very like that of Malta, and a good deal of private entertaining goes on among the families of the officers quartered at Gibraltar. Those about to spend the winter here would find introductions useful. The Gibraltar season for winter visitors may be said to last from December to April, but the hotels do not close during the summer.

There are two good clubs to which visitors can be admitted as honorary or temporary members, the Mediterranean, and the old-established Gibraltar Club. Both mainly Service clubs. The Mediterranean was originally an off-shoot of the Garrison Library. Entrance fee £2 and quarterly subscription £1 1*s*., which includes admittance to Garrison Library. Hon. Sec., Capt. F. W. Northey. The subscription to the Gibraltar Club (City Mill Lane) is 10 pesetas. For the various Sporting Clubs see SPORT below.

Amusements.—A handsome theatre known as the Empire Theatre was opened in 1903, and has proved a great acquisition to the inhabitants of Gibraltar. English and Italian opera and light comedies are frequently given, both summer and winter. The theatre is of respectable dimensions, holding 1500 spectators. A military band plays on the Alameda every Monday, Wednesday, and Thursday afternoon from 4.30 to 6 p.m. The Alameda is

the general afternoon rendezvous and promenade. There is a well-appointed theatre, and dramatic and operatic performances are frequently given during the winter. Then there are the various sporting clubs of the officers and residents—jockey, cricket, tennis, racquet, polo, golf, etc. Garrison Library and Reading Room. Subscription, for strangers introduced by a member, 6 pesetas 25 centimos a month. Open 9 a.m. to 8 p.m. The golf club has its links at Algeciras. Temporary members admitted for 2 pesetas a fortnight or less, and 4 pesetas a month. Hon. Sec., Lieut. Izat, R.A. The courts (two) of the Lawn Tennis Club are at the Sand Pits. Entrance fee 10 pesetas and subscription 1*s.* a month. Hon. Sec., Capt. F. W. Northey.

Sport.—There is good woodcock and quail shooting in the neighbourhood. Partridges and wildfowl were once very plentiful, but the district has been very much shot over, and game is getting comparatively scarce. Excellent shooting to be had at Las Casa Viejas, about eight hours' ride. Guide necessary. Snipe plentiful in November and December. Other game are hares, quail, and golden plover. A specimen of the great bustard is occasionally met with, but they require careful stalking.

In the winter wildfowl abound on the lagoons. A good place is La Laguna de la Janda, about three hours' ride from Gibraltar. A licence is required for shooting, which can be procured through the Spanish Consul for about 36 pesetas. A good deal of information on shooting in the neighbourhood of Gibraltar will be found in the Gibraltar Directory (a semi-official annual).

There is good fox-hunting, and the Calpe Hunt Club is as famous as the one at Pau. Subscription for non-members of the Hunt, 6*s.* Field money, 2*s.*

In the vicinity of Estepona, half-way between Gibraltar and Malaga, game is abundant. Among the sierras, some

distance to the north, ibex and wild boar can be shot. The former is usually stalked, and the season is September and October. A week's sport among beautiful scenery can be enjoyed at an expenditure of not more than £10. Arrangements should be made two or three days beforehand, and tents and provisions must be taken, as there is no accommodation. The proprietor of the deer forests is Don Tomas Heredia, of Estepona, and his steward will make arrangements with beaters, etc.

Principal Attractions.—It is generally supposed that Gibraltar is rather wanting in resources, and that visitors after having done the fortifications have seen almost all that there is to be seen. It is true that the lions and principal objects of interest can be seen in a few days, but what constitutes one of the great charms of Gibraltar as a place of residence is the wonderful variety of magnificent views that can be obtained from the heights. From Europa Point a glorious view bursts upon the spectator. Literally pinnacled in air, he has before him a horizon taking in two seas and two continents, extending from the snow-clad Sierra Nevada range to the Atlas Mountains in Africa. To a naturalist, also, a stay in Gibraltar is full of interest. This circumscribed rock is a complete *multum in parvo* of botanical attractions. Wild flowers blossom here with as great a profusion as in Palestine. Its very crags are mantled with exuberant vegetation, and every sheltered nook is a little grove of fig trees, myrtles, or almond trees.

The Galleries.—These world-famous military works constitute, of course, the chief lion of Gibraltar. A permit must be obtained at the Military Secretary's office, and these are not so freely granted as formerly, even to British visitors. English tourists, in fact, are no longer allowed to wander over the heights without a pass. So, without a permit (which is only granted on very

stringent conditions, and practically not attainable by the tourist) the tourist cannot visit the Signal Station, the O'Hara Tower, and other points of view. The galleries excavated in the solid rock, extending in two tiers all along the north front, are entered near the Moorish Castle (one of the oldest buildings in Spain, only completed in 742 A.D.), which is not now shown. A gunner will show the tourists round, and a tip of a shilling is customary. The galleries extend over a mile. At one extremity is the huge cavern, St. George's Hall, in which Lord Nelson was feasted. Another cavern, Cornwallis Hall, hewn out of the solid rock, is also shown. Certainly, to the civilian mind, the fortress seems impregnable—at all events from the land end, but many military experts hold that the armament of these renowned fortifications is insufficient and out of date. In short, most of the cannon are obsolete muzzle-loading smooth-bores. After the galleries, the Signal Tower, the Stalactite Cave of St. Michael, and, farther south, the ruins of the O'Hara Tower, which is almost the highest of the rock, should be visited.

Europa Point.—If the visit to the fortifications is impracticable, then the tourist should drive to the Europa Point for the sake of the view. The drive, too, is charming.

The Alameda.—These Public Gardens are the pride of Gibraltar, and are tastefully laid out with a wealth of tropical plants and shrubs. On the Grand Parade close by is mounted one of the two 100-ton guns which Gibraltar boasts of—soon, however, to be replaced by guns of a more modern pattern. Conspicuous features in these gardens are the monuments to Elliott and Wellington, which are not an artistic success; in fact, Mr. H. D. Traill's sarcastic remark, "The mysterious curse pronounced upon English statuary appears to follow it even beyond seas; but the execution of the effigies of these national heroes may perhaps be forgotten in the interest attaching to their subjects," is quite excusable. Trooping the colours takes place here every Thursday at 10 a.m. during the winter.

Public Buildings.—Of little interest. Those best worth visiting are the Convent, the Roman Catholic Cathedral, and the Main Guard. The Convent, Southport Street, is the official residence of the Governor. In the banqueting room are a few relics of the

Great Siege. The panels of the doors are made out of cedar wood from the wrecks of the Spanish men-of-war which bombarded the Rock in 1782. In the patio is a curious statue of General Elliott carved from the bowsprit of the Spanish *San Juan* taken at Trafalgar. The garden is beautifully laid out, and contains a dragon tree said to be 1,000 years old. The Roman Catholic Church of St. Mary was originally a mosque, rebuilt by Ferdinand and Isabella. The Main Guard has a few pictures by the French artist Henri Regnault, the brilliant young painter who was killed in the Franco-Prussian war. The English Cathedral is a mean and ugly modern building in the Moorish style, quite unworthy of the important Diocese of Gibraltar, which extends as far as Constantinople. A visit to the Fish Market in the early morning is an interesting experience. Many strange fish, including cuttle-fish and other unappetising monsters of the deep, are to be seen exposed for sale. The motley and cosmopolitan crowd, Moors and Arabs from Tangier and Ceuta, gabardined Jews, Greeks, Spaniards, mingle with the tourists and red-coated English privates.

A favourite daily sight is the picturesque ceremony of the locking of the town gates at sundown.

"The Keeper of the Keys, looking very like a warder, despite his uniform, marches through the town in the centre of a military guard, preceded by a regimental band which plays inspiring and familiar tunes. The keys, of enormous size, are borne aloft before him as an outward and visible emblem of the vigilance of Britain in guarding her prime military treasure.

"On arriving at the gates the guard salutes, the martial strains strike up with a redoubled pæan of triumph, while the great doors slowly swing to, and are solemnly locked for the night. Then right-about-turn, and the procession marches back to the convent to deposit the keys in the Governor's keeping, conveying by its passage an assurance to the people and garrison that they may rest in peace."

Excursions.—*Algeciras.* Besides the regular excursions to the Spanish Lines. Queen of Spain's Chair, the Cork Woods, etc., the bay should be crossed in one of the little steamers of the Algeciras Railway Company to Algeciras (which is rapidly

becoming a kind of residential suburb of Gibraltar) for the sake of the fine views of the famous Rock.

"Algeciras boasts in its immediate neighbourhood an hotel, the Reina Cristina, which, as regards accommodation, is as good as can be found anywhere: while as regards situation, it is quiet, immediately faces Gibraltar, and commands a most lovely panoramic view of the bay and straits, with their never-ending procession of the world's shipping. Given good accommodation, a splendid climate, and lovely surroundings, what more does one want? The town of Algeciras is a quaint but comparatively modern Spanish country town. The streets are mostly well paved and tolerably clean. The Market Place, which is best reached by way of the sea front, is worth visiting at about 7 a.m., when it is full of country women who come in to sell their produce, making a very animated and interesting picture. In the heart of the town is the Plaza Alta, a large paved square, where a military band plays once or twice a week, and well-dressed women display their frocks. There are chairs to be had, as in the London parks, for a small charge, and there are a couple of confectioners' shops which can supply a very good cup of coffee. About five minutes' walk beyond the Plaza is the Alameda, a pretty shady garden divided into plots, each of which is kept up by a different family; not a bad plan, as rivalry between the various people ensures the plots being kept in order without expense to the town. The bull-ring is situated on a hill west of the Alameda, and is the centre of attraction to thousands of people, the services of the best bull-fighters in Spain being secured for the fair-time."

But the excursion which possesses most attraction is that to the picturesque mountain town of Ronda, some seventy miles from Gibraltar, but directly and easily accessible by rail from Algeciras.

Though the guide books have long discovered Ronda, it is only within the last few years—since, in fact, the building of the line from Bobadilla to Algeciras, which is the last link in the trunk line from Paris to Gibraltar—that it has come within the ken of the ordinary tourist. This singularly picturesque Moorish city has, however, long been a favourite subject with the descriptive travel-writer, and has, indeed, rather suffered from the indiscreet

use of the superlative which has proved such a snare with writers of *impressions de voyage*. Ronda is, however, unquestionably one of the most striking towns in the South of Europe. To the painter there seems almost an exaggerated and stagey picturesqueness in the aspect of this romantic town. Its streets and hanging gardens are built on a lofty and apparently inaccessible mountain plateau, cut off from the rest of the mountains by a tremendous ravine, and invite comparison with Taormina in Sicily, Constantine, Damascus, and Monaco. If you imagine the famous Tête de Chien transported to the northern end of old Monaco, you get some idea of the boldness of its site. To a mere civilian it seems as impregnable as the north front of Gibraltar, and one wonders how Ferdinand and his knights ever succeeded in taking the place.

Humboldt, we suppose, never saw Ronda, or he would no doubt have included it in that famous apothegm which gives Constantinople, Naples, and Salzburg the pre-eminence in beauty of the cities of the world—an opinion which hotel keepers in these favoured towns are not unreasonably given to quoting *ad nauseam* in their announcements, which make the thoughtful reflect on the strange fate which has so wrongfully utilised this great *savant* as a mere hotel tout !

Wise travellers will accept with equanimity the altered conditions of travel which have caused Ronda to be exploited as a goal for tourists. In the country which boasts the bad eminence of having the worst hotels in Europe, it is something to be thankful for that the inclusion of this picturesque semi-Oriental town in the programme of the great tourist firms, owing to the development of the railway, has given an extraordinary impetus to local hotel enterprise. A good modern hotel (New Station Hotel), with baths, electric light, and other up-to-date appointments, is to be found here, and the terms are reasonable. Even the æsthetic but seasoned traveller, knowing what hotel accommodation means off the beaten track in Spain, will be more inclined to tolerate the throngs who follow in the wake of Messrs. Cook, when their incursion means comfortable bed and board for the independent traveller.

The chief curiosities are, of course, the wonderful Tajo or gorge which divides the precipice on which Old and New Ronda

are built, and the old Bridge of San Miguel which spans the chasm some 600 ft. above the torrent. The most striking view is from below—a scene which has been the despair of many artists who have essayed the feat of David Roberts and attempted to represent the solemn grandeur of this stupendous gorge. Other sights are the Hanging Gardens of Alameda, whence one looks down a sheer descent of over a thousand feet, the Casa del Roy, and the famous Mina de Ronda, a staircase cut on the face of the precipice to the bed of the stream. It must be admitted, however, that sight-seeing here is accompanied with a certain amount of discomfort, owing to the hostile attitude of the sportive youth of Ronda, who carry out the proverbial method of greeting the stranger with "'alf a brick" with a genial brutality that is a little disconcerting to the tourist. A traditional custom, observed as religiously now as in the time of Richard Ford, is to gather on the old bridge and take pot shots with stones at the hapless tourists below. These playful attentions can, however, be kept in check by a judicious application of backsheesh. It is, however, with the potentialities of Ronda as a summer hill-station for inhabitants of Gibraltar that we are now chiefly concerned. This elevated plateau is already much frequented as a summer resort by residents of Seville and Cordova on account of its coolness, for in these parched cities of the plain the shade temperature rarely falls below 80°. As a hill-station for military men and Government officials stationed at Gibraltar it should prove of great service. Indeed, there seems no reason why it should not become a popular sanatorium, and serve as the Simla or Darjeeling of Gibraltar.

A good description of Ronda as a health resort, by Dr. William Turner, of Gibraltar (who has kindly written for me the medical essay printed below), will be found in the *Journal of Balneology and Climatology* for January 1903, which I regret I have not space to quote from.

NOTE ON GIBRALTAR AS A WINTER RESORT.

By William Turner, M.A., M.D.

Although there are few travelled Englishmen who have not visited or passed within view of the Rock of Gibraltar, it is only of recent years that much has been done to render it easily accessible to tourists and suitable for the accommodation of invalids. Various influences have combined to retard its development as a winter health resort, notwithstanding the many advantages which it undoubtedly possesses over some of the other Mediterranean stations—in respect, for instance, of its climate, its insular position, its proximity to England, and the circumstance of its being a British possession at the extreme western end of the Mediterranean.

Foremost amongst these deterring influences may be mentioned the fact that it had generally been regarded as essentially a military fortress where every individual resident was bound down by military regulations and restrictions, and where the civil element was admitted only on sufferance. There was also the important consideration that it could, until lately, be approached only through the much dreaded Bay of Biscay. Another decided obstacle was the indifferent accommodation obtainable by those who were fortunate enough to gain admission within its walls. A further impediment was created by the idea that a form of fever called "Rock fever" was prevalent in Gibraltar, rendering it an undesirable place of residence.

These obstacles can now no longer be said to exist. British subjects are free to reside in Gibraltar, and with the exception of the rule that they may not enter or leave the fortress during the night they are practically as free from restriction as they would be in England.

Accommodation.—No better proof of the rapid development of Gibraltar as a winter resort could be afforded than the fact that within the last few years its hotel accommodation has been more than doubled; and although there seems still to be a demand for more hotels of the best class, some of those now existing may be fully relied on for all ordinary comforts. It should be mentioned that two large first-class hotels, in connec-

tion with the Algeciras-Bobadilla Railway, are about to be constructed, one at Algeciras and one at Ronda. These will be placed under the same management as the Hôtel de Madrid of Seville, which is sufficient guarantee that they will be comfortable.

Of *Sports and Pastimes* Gibraltar affords a fair share. During the winter months the Calpe hounds meet twice or thrice weekly in the neighbouring Spanish country, and hunting constitutes an important element in the recreation of the Garrison. A golf course has been opened near Algeciras, and is well patronised. Tennis, boating, sea-fishing, picnicing in the cork woods and pine woods, may all be indulged in, and military bands play on certain afternoons in the public gardens.

Situation.—Gibraltar is built on a portion of the western slope of the Rock, and faces the bay. It extends from near the level of the water to a height of 250 feet above the sea. The main part is somewhat densely populated, but the suburbs lying towards the south are not so, and they include a considerable space which is well wooded with pine, eucalyptus, acacia, pepper, and a variety of other trees and shrubs. Here also are the public gardens, well laid out with pleasant walks shaded by pine trees, and affording a suitable recreation ground for invalids, especially those affected with pulmonary complaints.

As to *climate*, one of the main features is the remarkable equability of the temperature, the mean winter temperature in the shade being about 62° Fahr. Although nearly the whole of the annual rainfall occurs during the winter (average 32 inches) the number of rainy days is particularly small, as by far the greater portion of the rain falls during the night; hence the large amount of sunshine which is characteristic of the winter climate of the Rock. The atmosphere as a whole may be described as rather humid, approaching in this respect the condition met with at Madeira.

Sanitation.—During the past ten years sanitary reforms have been carried out on an extensive scale at very great expense, and there can be no reasonable doubt that to these reforms may be attributed the fact that Gibraltar is now one of the healthiest stations under British control. The statement of Professor Hirsch in his well-known work on the "Geographical Distribution

of Disease" that "Gibraltar, built on rock, enjoys an almost absolute immunity from malarious diseases," is fully borne out by my own observations. The so-called "Rock fever" has been reduced to a mere fraction of its former proportions, and during the past decade I have not met with a single instance of this, or of typhoid fever, amongst the winter visitors to the Rock.

Water Supply.—There being no reliable wells or springs on the Rock, the inhabitants have to utilise the winter's rain for their supply of drinking water. This is stored in large masonry underground tanks, with which each house is furnished. Provided it is properly stored no objection can be raised against this as a safe and potable water. For sanitary purposes another water supply is pumped into the town from wells sunk in the neutral ground, and this is unlimited in quantity but is unfit for drinking.

The Season of the year most suitable for visitors is from the first of November (by which time the rain has usually begun to fall and vegetation to revive) until the first of May, when the sun becomes unpleasantly warm, and most people begin to crave for more northern latitudes, many proceeding *viâ* Marseilles, to the Lake of Geneva and thence through the higher Swiss stations to England.

GIBRALTAR,
October, 1898.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels, etc.—The Gibraltar hotel accommodation is scarcely what one might expect from the importance of the place. There is no hotel at all equal to the Reina Cristina at Algeciras on the other side of the Bay. There have been great changes in the hotels the last few years. The Royal is closed, while the Europa was demolished to make room for the new harbour works. The leading hotel is now the Cecil, in Waterport Street, a comfortable house, but somewhat noisy. *Pension* from 11*s.*; C.

Two new hotels have lately been opened, the Bristol—for some reason a favourite title with Continental hotel proprietors

—and the Grand. At either of these 8*s.* to 10*s.* a day would be accepted. The Grand is conveniently situated in the main street, near the Post Office, but is almost as noisy as the Cecil. The Bristol is in a more retired but easily accessible situation, opposite the Cathedral. The cooking is said to be good. An hotel with more reasonable prices is the Continental, in Waterport Street. A more unpretending but comfortable hotel is the Calpe, also in Waterport Street, but its situation is not good. It has been recommended for its *cuisine*. English billiard table. *Pension*, 10*s.* At all the Gibraltar hotels wine is an extra, and the hours of meals are modelled on the English plan. This will be found a great improvement. Strangers do not easily accustom themselves to the Spanish hours—lunch, for instance, 10.30 to 12. The New Métropole Hotel (Irishtown) is very cheap (6*s.* 6*d.* a day), and might suit bachelors wishing to economise.

Villas and Apartments.—Villas are very scarce, owing to the limited area available for building. In fact, the authorities seem inclined to discourage English winter-residents. It would be difficult to get a furnished house or villa in Gibraltar at a moderate price; but at Campamento (just over the Spanish lines) villas can be rented for the winter at fairly reasonable rates. There are some villas to be hired at Algeciras, and several others are being built near the new Hôtel Reina Cristina. The Hôtel Reina Cristina at Algeciras, built quite recently, "is of the most comfortable and luxurious description, is under English management, and is largely patronised by English visitors during the winter months." (Acc. 100; B. from 2 pes.; L. 5 pes.; D. 8 pes.; R. from 10 pes. 50 c.; P. from 25 pes.; E.L.)

There are several boarding-houses in Gibraltar, where the charges are reasonable, usually 6*s.* to 8*s.* a day. The Carlton House (Mrs. H. R. Austin), Sand Hill, under English management, is perhaps the best, but the charges are higher. More moderate are Rugby House (proprietor, Mr. T. Gibson), Prince Edward Ramp (5*s.* a day), and Family House (A. W. Smith & Co.), 30, City Mill Lane.

Church Services.—Cathedral, 11 a.m. and 6 p.m. Bishop, Right Rev. Dr. Collins. Chaplain, Archdeacon Govett. Scotch

Presbyterian Church (St. Andrew's), 11 a.m. and 6.30 p.m. Minister, Rev. Brown Smith.

Governor.—Field-Marshal Sir George White, G.C.B., V.C., etc.

Colonial Secretary.—Frederick Evans, C.M.G., C.V.O.

Consuls.—Spain: Señor Marti. United States: H. J. Sprague, Esq., Prince Edward's Road.

English Doctors.—Dr. J. E. Ker, Castle Road; Dr. N. Oman, South Barrack Road; Dr. W. Turner, Castle Road; Dr. A. Triay, Bell Lane.

English Dentists.—Messrs. Martinez, Bomb House Lane.

English Chemists.—Dr. Patron's Pharmacy, next door to Royal Hotel; W. F. Roberts, Church Street; J. A. Garibaldi (M.P.S., England), opposite Catholic Cathedral.

Messrs. Thos. Cook's Agency.—Waterport Street. International Sleeping Car Co.'s Agency here also.

Postal Arrangements.—All letters must have Gibraltar postage stamps. London mails go *viâ* Madrid. Rates: Gibraltar (local), ½*d.*; Spain, Morocco, and Canary Islands, 1*d.* under ½ oz., 2*d.* under 1 oz.; for England 1*d.* the ½ oz.; to all countries in the Postal Union, 2½*d.* the ½ oz. English postal orders can be cashed at Gibraltar and also at Malta. Parcels: Up to 3 lb. 1*s.*, between 3 and 7 lb. 2*s.*, between 7 and 11 lb. 3*s.* Telegrams: To England, *viâ* Spain, or *viâ* submarine cable, 3½*d.* per word.

The English mail leaves daily at 5.35 a.m. The postal service has been accelerated lately, and now takes four days only. Post Office in Main Street.

Spanish railways have now adopted the 24 o'clock reckoning.

English Banks.—T. Mosley & Co., A. L. Galliano, Anglo-Egyptian, and Thos. Cook & Son.

Café.—Café Universal, near Post Office. Coffee, 20 c. Also at the Alameda. Restaurants at the Grand Hotel; Imperial; Jubilee, Governor's Street.

Conveyances.—Cab fares: By time 1*s.* 6*d.* the hour, and 9*d.* for every additional hour; from steamer to hotel with a reasonable amount of luggage, 2*s.* is usually asked; by the course, 1*s.* Saddle-horses: Fairly good mounts can be had for 5*s.* the afternoon, or 8*s.* for the day. Boat fares: Landing with luggage, 1*s.* a head, and 1*s.* for any reasonable amount of luggage. Bar-

gaining advisable. Omnibuses from Exchange to the New Mole, 20 c.

Guides.—Unnecessary for the town. For shooting excursions 10 pesetas a day, the guide finding himself.

House Agents.—Mr. J. Saccone (Villas); Mr. D. Benaim, Church Street; Mr. A. J. Morasso, Governor Street.

Living Expenses.—House-rent and hotels dear, and labour of all kinds equally so; but provisions are cheap and plentiful, especially fruit and fish.

Money.—Both English and Spanish money is in circulation, but (only since October 1st, 1898) English coins are alone officially current. Spanish dollars have been much depreciated since the war with America, 34 to 35 being the average exchange for an English sovereign. Hotel bills, however, are always made out in shillings.

Newspapers.—*The Gibraltar Chronicle.* The organ of the Government. Published daily. Three Spanish dailies.

Shops, etc.—

Bookseller.—Beanland, Church Street.

Bootmakers.—Cazes & Co., Waterport Street.

Drapers and General Outfitters.—Hasluck & Co., Main Street; Cazes & Co.

Dressmaker.—Cerisola, Cornwall Lane.

Grocers and "English Stores."—Messrs. Alrines; Junior Army and Navy.

Hairdresser.—Ballou, Church Street.

Hatters.—Ballou, Church Street.

Livery Stables.—H. Gonsalez, Horse Barrack Lane.

Oriental Articles.—Benoliel, Gunner's Lane; Mme. Birch, Scud Hill.

Photographers.—V. B. Cumbo, near the Exchange; C. Sinclair, Main Street.

Saddler.—Artesani, Church Street.

Tailor.—Rich, Southport Street.

Tobacconists.—Saccone, Ltd., Market Street; Speed & Co.

Wine Merchants.—Saccone, Ltd.; Alrines & Co.

Cautions to Visitors.—The fact that Gibraltar is under military rule, and in short more a huge garrison than an ordinary residential town, sometimes unpleasantly obtrudes itself upon

visitors. It is important to remember the *Hours of Gunfire*. The gates are closed every evening at gunfire, and do not open till the morning gun is fired. Hours vary from 3.25 a.m. in June to 6.15 a.m. in December for opening the gates, and from 5.20 p.m. in December to 7.55 p.m. in June for closing.

Amateur photographers should note that trespassing near the forts, sketching or photographing, is strictly forbidden under a penalty of 500 fr. But "British subjects, whose nationality is properly vouched for, may obtain permission from the military authorities, on application through the Colonial Secretary, provided that the sketches or photographs do not include any portions of the fortifications."

Guide Books, etc.—"Gibraltar," by H. M. Field (Sampson Low, 1890). Visitors will find a great deal of practical and useful information in the "Guide and Directory of Gibraltar," 3*s*., published annually at the Garrison Library. Gibraltar is, of course, noticed in the various handbooks to Spain, but somewhat cursorily. For a list of these, see under MALAGA.

APPENDIX.

I. LIST OF MEMBERS OF THE ANGLO-AMERICAN CONTINENTAL MEDICAL SOCIETY.

Abetone, T. Bonar.

Aix-les-Bains, S. Rendall, 71, Rue de Genève (see also Mentone); J. H. Barnard; T. Linn.

Alassio, E. G. Boon, Villa Emilia.

Algiers, E. Pepper, El Biar; W. Thomson, Mustapha Supérieur.

Assouan, S. D. Edwards, Savoy Hotel.

Baveno, M. W. Gairdner (see also Naples).

Beaulieu-sur-Mer, H. J. Johnston-Lavis.

Biarritz, S. Mackew; D. D. Malpas, Châlet Jeremie.

Bordighera, F. L. Bogle, Casa Grazia; J. A. Goodchild; G. Hamilton, Villa Pozzoforte; D. L. Hubbard.

Boulogne-sur-Mer, J. A. Philip, 33, Rue Victor Hugo.

Bourboule, La, A. W. Gilchrist (see also Nice) Villa St. Georges.

Brides-les-Bains, D. W. Samways (see also Mentone), Villa Edelweiss.

Cadenabbia, H. B. T. Symons (see also Naples).

Cairo, A. J. M. Bentley, 1, Opera Square; H. Danvers; F. C. Madden; A. Murison; F. M. Sandwith.

Cannes, C. H. Battersby, Boulevard du Riou; G. C. Bright, Châlet Magali; R. Browne; G. Sanders, Villa Nina.

Davos Platz, E. H. Douty; W. R. Huggard.

Dinard, W. P. Biden, St. Helier (see also Hyères).

Florence, A. R. Coldstream, 5, Via Feruccio; T. Henderson, 1, Lungarno Guicciardini; T. G. Garry, 5, Corso Regina Elena; H. L. Gordon, 1, Via dei Vecchietti; C. R. Parke, 2, Via Borgognissanti; Sir W. Wade, 10, Via Tornabuoni.

Funchal, R. E. S. Krohn.

Gibraltar, J. E. Ker, Colonial Hospital; W. Turner.

Helouan, A. J. M. Bentley, Tewfik Palace Hotel; W. Page May.

Hyères, W. P. Biden, La Tour Jeanne; C. E. Cormack, Villa Marie Thérèse.

Mentone, J. W. Campbell, Casa Rossa; S. M. Rendall, Les Palmiers; D. W. Samways, Villa Flavie; J. L. Siordet, Villa Cabrolles.

Milan, J. Hill, 17, Via Principe Umberto.

Monte Carlo, J. H. Barnard, Galerie Charles III. (see also Paris); T. H. Fagge, Roqueville; Rolla Rouse, Winter Palace; R. Sim, Villa Ciro.

Montreux, A. Gamgee, 5, Avenue du Kursaal; Stuart Tidey, Belle Rive; A. Tucker Wise.

Naples, C. W. Barringer, 26, Riviera di Chiaja; M. W. Gairdner, 128, Rione Amedeo; J. Horsfall, 91, Rione Amedeo; H. B. T. Symons, 23, Parco Margherita.

Nice, S. J. Amy, 6, Boulevard Victor Hugo; J. E. Brandt, 29, Boulevard Victor Hugo (see also Royat); G. H. Brandt, 29, Boulevard Victor Hugo (see also Royat); A. W. Gilchrist, 39, Boulevard Victor Hugo; T. Linn, 16, Avenue Masséna; W. A. Sturge, 29, B. Dubouchage; C. S. Vale, 8, Rue Cotta.

Orotava, F. Lishman, Casa Montana.

Palermo, W. S. Eccles, Hôtel de France.

Pau, W. H. Bagnall, 4, Rue de Perpignan; F. L. Brown.

Ragatz, J. F. Holland.

Rapallo, W. T. Beeby, Villa Fontana.

Rome, W. W. Baldwin, 25, Via Gregoriana; T. Bonar, 114, Via del Babuino; G. S. Brock, 2, Via Veneto; F. H. B. Brown, 3, Via Venti Settembre; T. E. Charles, Via San Nicolo di Tolentino; J. J. Eyre, 31, Piazza di Spagna; W. Fenwick, 42, Via Sistina.

Royat-les-Bains, G. H. Brandt; J. E. Brandt.

Salies-de-Bearn, R. de M. Clay.

Salsomaggiore, G. S. Brock, Hôtel des Thermes; J. J. Eyre.

San Remo, M. G. Foster, Villa Anita; A. J. Freeman, Villa delle Palme (see also Varese); H. Grey, 5, Villa Bracco (see also Stresa); H. C. Miller, 18, Via Vittorio Emanuele.

Seville, J. Dalebrook, 49, Albareda.

Spezia, A. E. Leeson, Hôtel Croce di Malta.

St. Moritz, J. F. Holland, Hôtel Engadiner Kulm.

Stresa, H. Grey.

Territet, A. E. Leeson (see also Spezia).

Vallombrosa, W. Fenwick.

Varallo, W. T. Beeby.

Varese, A. J. Freeman.

Venice, E. van Someren, 183, Calle del Capello Nero.

Vichy, C. E. Cormack, Villa d'Alsace.

Zermatt, A. Gamgee.

II. AUSTRIAN WINTER RESORTS.

THE choice of health and pleasure resorts in Austria, and especially in Tyrol, is almost embarrassing—so many delightful places of sojourn present their claims. But as regards winter resorts it is simpler, though the choice is still ample. It would seem an invidious task to weigh the merits of the charming winter places—Meran, Botzen, Trent, Riva, Innsbruck, Salzburg, Abbazia, etc.—each offering special attractions. But I am not holding a brief for any particular resort.

"Tyrol," writes Mr. Hope Moncrieff, "is a grand mountain country, inhabited by a hardy people devout beyond most Catholics, simple in manner, and in many points resembling the Scotch Highlanders, even to the bare knees of their national costume. Ruined castles and once flourishing towns are not wanting to tell of an industrial past, when the Tyrolese valleys made one of the great highroads between the northern and southern dominions of the Holy Roman Empire."

Innsbruck first demands notice. It has been said that there is no city of the same size in Europe so well gifted both by nature and art as the Tyrolese capital, with its picturesque setting of wooded hills, flowery meadows, and rapid streams, and the glorious background of rugged Alpine scenery. Though it has a remarkably mild climate, due to its sheltered position, winter sports of all kinds—ski-ing, tobogganing, skating and sleighing, etc.—may be indulged in almost as well as at Davos or St. Moritz, the winter pleasure towns of Switzerland.

Then, being a large city, visitors have here, what is lacking of course at the Swiss resorts above mentioned, urban amusements for the evenings—good theatres, concerts, bands, cafés, etc., in addition to the various social entertainments of the English residents, for a small and sociably inclined English colony is established here.

There is excellent hotel accommodation at varying tariffs, the leading hotel, Tyrol, being a luxurious modern house.

Salzburg is a little outside Tyrol proper, but is a popular winter resort, with excellent direct railway communications with the chief cities of Europe. It has been aptly described as the Oban of Austria. Urban amusements are plentiful. There is a well-appointed Kurhaus and a new theatre. Salzburg, too, is a place of considerable historic and artistic interest. Was it not the birthplace of Mozart and the home of Paracelsus?

Meran, nestling in the Valley of the Passe and Adige, protected from cold winds by vine-clad hills, is an ideal winter resort, and is much frequented by the English. The former capital of Tyrol has, indeed, three distinct seasons: (1) the winter climatic season; (2) the spring cure season, when it serves also as a pleasant intermediate resort for those returning to northern climes from wintering in the Riviera, South Italy, or Egypt; (3) the grape-cure season, in the autumn. The climate is remarkably mild and the sky exceptionally clear during the winter. The visitor can enjoy many walks and drives through vineyards, orchards, fields and meadows, and plenty of excursions can be made. Concerts are given twice daily at the Kurhaus, while reunions, balls, and other entertainments are held during the season.

Meran has good lawn tennis and croquet clubs, and permits for fishing and shooting can easily be obtained. Skating, tobogganing, sleighing, etc., are much indulged in during the winter. The two leading hotels, "Archduke John" and the "Meranerhof," give the visitor every home comfort.

Botzen-Gries, on the main line from Munich to Verona and Bologna, is preferred by some even to Meran. The situation is equally picturesque and equally well protected. As an invalid resort it is in some respects the most suitable of any in Tyrol. The quaint historic towns of Trent and Brixen are also beginning to be known as residential winter stations.

And now, proceeding southwards, we reach Riva, on the beautiful Lake Garda. Riva—in name as well as in its climate and vegetation it suggests the Riviera—is perhaps better known as an intermediate than a winter resort, for which its more lively neighbour, Arco, is generally preferred, with its well-appointed casino. The sub-tropical vegetation shows us that we must not expect the skating and other sports of northern Tyrol. But

if Riva is quiet and retired, it can boast of one of the largest and most luxurious hotels in all this region of fine hotels in the magnificent Palace Hotel Lido, opened in 1900.

These Tyrolese resorts are easily reached from the Riviera *viâ* Genoa—Milan, and either *viâ* Verona and the Brenner Pass, or Milan and Desenzano, by steamer across the lake Garda to Riva, and from there by the mountain railway to Trent—Botzen (to Meran branch railway from here) and Innsbruck. From Innsbruck to England the route is *viâ* the beautiful Arlberg to Zurich and Bâle, or *viâ* Bregenz on the lake of Constance and the Black Forest railway to Baden (or the alternative route *viâ* Strasburg).

Other delightful winter quarters, though at present frequented only in the summer, abound in this charming region; but the space allotted for a summary of the recognised winter stations is already exceeded, and I must refer inquirers to the excellent brochures and pamphlets that are to be had gratis from the Austrian Travel Bureau, Birkbeck Chambers, W.C.

But the claims of the famous Austrian seaside resort, Abbazia, must not be forgotten. If Innsbruck and Meran are the Davos and St. Moritz of Austria, Abbazia may be regarded as the Austrian Nice.

This beautiful watering place has an undeniably charming situation, nestling on the shores of a bay so land-locked that it seems a lake rather than a sea, while wooded hills form an effective middle distance to the background of the lofty mountains of the Julien range. There is, indeed, a superficial resemblance to Cap Martin or Beaulieu on the Riviera, perhaps the two most beautiful spots in the whole of that lovely region.

It is about half an hour's drive from Mattuglie-Abbazia station, twelve hours from Vienna, and within an hour's drive of Fiume. Attractively situated, and well sheltered by wooded hills from the north, it is admirably adapted for an invalid station. It has, indeed, a double character as a favourite winter and spring refuge, and as a bathing-place in summer.

In the former capacity it seems to be more appreciated, as prices are raised for the winter season at the large hotels. The faculty recommend it for what are somewhat loosely described

nervous ailments, and it is also considered a suitable place for anæmic patients.

Its climate is usually mild and sunny, and might be compared with that of Rapallo or Nervi rather than with that of Nice or Cannes, for the air is slightly more humid than the atmosphere of the French Riviera.

One great attraction to the generality of visitors is the excellence of its hotel accommodation. The traveller has the choice of palatial hotels, the Hôtel Stephanie or the Quarnero, or he can put up at well-appointed but more modest houses like the Hôtel Bellevue, or the Hôtel Pension Quisisana. A feature of Abbazia are the well-appointed and self-contained villas such as Villas Angiolina, Slatina, Laura, Flora, Amalia, Mandria, etc., which are virtually dependencies of these two hotels.

A debt of gratitude is due from sun-worshippers to that famous enterprise, the International Sleeping-Car Company, to whom the Baths Establishment and nearly all the hotels practically belong, and who have done so much to develop the resources of this Nice of the Adriatic; and also to Mr. Frederick Schuler, a Director of the South Austrian Railway, who may be said to have discovered Abbazia.

"The Pearl of the Adriatic," as it has been termed by its admirers, is a decidedly aristocratic as well as cosmopolitan resort, and is a favourite winter sojourn of the Emperor of Austria. Its vogue among Royalties seems to be increasing. Indeed, it is rumoured that in the coming spring (1904) no less than four crowned heads of Europe will meet at Abbazia.

Abbazia is a good centre for excursionists. For instance, the renowned Caves of Adelsberg and the grand scenery of the Semmering are within an easy journey by rail.

The railway communications are very convenient, and Abbazia can be reached as easily and almost as quickly from London as Florence or Rome. There is a through carriage to Abbazia from Ostend by the Daily Ostend-Vienna Express, in connection with the 10 a.m. Continental Express from Charing Cross. The fare is £10 9*s.* 4*d.*, and the sleeping-car supplement is £2 5*s.* 1*d.* By this service Abbazia can be reached in less than two days from London.

III.—LEGAL NOTES ON HIRING HOUSES, FLATS, AND APARTMENTS IN FRANCE.*

AGREEMENTS for tenancy can be made verbally or by writing.

1. Leases in writing are usually made for a term of three, six, nor nine years, either at the will of *both parties*, which means that either party can cancel the lease at the end of each period of three years upon giving the reciprocal notice agreed upon, or at the will of *one or other of the parties*. It is preferable, if possible, that strangers should *themselves* reserve the sole right of cancelling the lease at the end of each term of three years, for if, in case of death (which does not cancel a lease) or other unavoidable cause, the tenant should not himself be able to continue in possession, he, or his successors, may find themselves saddled with all the responsibilities of premises which he or they cannot enjoy. A lease which has been made in writing ceases at the expiration of the term, without it being necessary to give notice to quit.

2. If the agreement is an unwritten one, but possession has not been taken, and one of the parties repudiates it, proof of its existence cannot be given by witnesses, even although earnest money may have been paid; but he who denies the agreement can be put upon his oath. A receipt for rent, when the term is mentioned, would be taken as proof of the existence of the tenancy. When there is a dispute as to the amount of the rent, and no receipt has been given, the proprietor is believed upon his statement unless the tenant claims a valuation, in which case the cost falls upon him if the valuation exceeds the amount he offers.

3. In the south of France villas and apartments are let by the year, season, or month. Unfurnished apartments are seldom let for a shorter period than one year, and whether for a year or term of years, writing is not absolutely essential; but it is *almost* necessary and certainly advisable, for the conditions are, in default of writing, interpreted to a great extent by

* Abridged by permission from "French Laws and Customs for the Anglo-Saxon," by Arthur S. Browne (1 fr., Bensa, Nice).

custom. The term, in the case of verbal agreements for tenancy of unfurnished villas or apartments, begins and ends on October 1st (St. Michel) at midday; but to facilitate removals the outgoing tenant must, for at least two days previously to his quitting, place one or two rooms at the disposal of the incoming tenant. Leases drawn with many and long clauses and conditions should be looked upon with suspicion, for the law on leases is clear and well defined, and requires, as a rule, very slight modification.

4. Notice to quit must be given (in writing by preference) on or before June 24th (St. Jean).

5. Rent is payable half-yearly and *six months in advance*, on October 1st and April 1st.

6. Furnished villas and apartments in the south of France are usually let for the season, but sometimes by the year, month, or day. Furnished villas or apartments taken for the winter season are quitted by April 30th without there being any necessity to give notice. Single rooms are presumed to be taken by the month, and fifteen days' notice to quit is required.

7. The rent for furnished apartments is payable, by custom, half on entry and the balance at the half term of the tenancy. In the case of furnished rooms the rent is payable each month in advance.

8. It is recommended that all notices to quit and acceptances of notices, and all agreements for tenancy, no matter how short may be the period, should be in writing, and leases or agreements for a term of years should be on stamped paper, (60 centimes), and registered; the cost is at the charge of the tenant.

9. Written leases must be registered within three months of their date, and unwritten agreements must be declared within the same period. The registration duty is 25 centimes per 100 francs, calculated upon the accumulated rent for the whole duration of the lease, but if the lease is for more than three years, then the duty may, if desired, be paid by instalments every three years in advance. The tenant would do well to make certain that his lease is duly registered, or he may find himself liable for a fine.

10. Under hardly any circumstances can the payment of rent

be refused, non-compliance with the terms of agreement giving rise only to an action for damages. A tenant has in all cases a right to sub-let or even transfer his lease, unless expressly prohibited by the agreement, which prohibition should not be allowed; while in the south of France he may also sub-let as a furnished apartment one which he himself rents. The cancelling of a lease necessarily entails the cancelling of a sub-tenancy. It is important, therefore, on entering into a sub-tenancy, to ascertain that the principal tenant has done nothing to invalidate the original lease.

11. The lighting of the staircase is at the charge of the proprietor, and the custom in the provinces is that the gas can be extinguished at ten o'clock.

12. The concierge, or porter, is appointed by the landlord; the latter is therefore responsible for the faults of the former. A concierge cannot accept a tenant on his own responsibility; if he does so the agreement is void, and the landlord may be liable for damages towards the intending tenant. The concierge is also responsible for robbery if the key of the apartment has been entrusted to him.

13. The concierge has the house under his care; he must clean the stairs, light and extinguish the gas, receive and deliver letters and small parcels for the tenants, and give proper attention to callers. He must open the door at all hours to *bona-fide* callers and to the tenants, unless it is mutually arranged otherwise. But he cannot be compelled to go on errands or take messages for the *locataires*. A concierge has no claim to presents, pecuniary or otherwise.

14. Tenants should insure themselves from any claims that may be made against them by reason of damage caused by fire, for it must be remembered that, *although the landlord may be insured*, that fact does not debar the insurance company from claiming compensation from the tenant.

15. The tenant should insure against three risks: (1) against loss to his furniture, personal effects, etc.; (2) against any claim the landlord may have against him by reason of a fire beginning on the premises rented; (3) any claim the neighbours may have by reason of the fire being communicated to their premises.

16. An in-going tenant should also satisfy himself that the

premises are in a sufficiently good state of repair, for he may be sure that, once in, he will experience great difficulty in getting even the most ordinary repairs done, and, in Paris especially, he should have every defect inventoried and signed by the landlord before taking possession; for the tenant is presumed to have found the premises in a good tenantable state of repair, and he is bound to give them up in the same state, unless the disrepair is caused by ordinary wear and tear.

17. Tenants' repairs include almost the whole of the interior of the premises, including chimney-pieces, windows, flooring, and plastering. Hence the necessity of an inventory.

18. The landlord is bound to undertake the larger repairs which may be necessary during the tenancy, and the tenant must submit to the inconvenience which the carrying out of these repairs may entail, provided, however, that the premises are sufficiently habitable for himself and family, and that the work is finished within forty days. If the repairs cannot be carried out within this period, the tenant has a right to claim a diminution of rent, in proportion to the value of that part of the premises rendered uninhabitable and to the time required for carrying out the repairs.

19. It is a very usual occurrence for the lease to contain a clause stating that the tenant shall suffer the larger repairs without having the right to any diminution in the rent, or to damages, no matter how long a time the carrying out of these repairs may require. Such a clause should never be consented to.

20. A landlord cannot change the arrangement of the premises, or build so as to deteriorate the same, or interfere with the tenant's full enjoyment of the premises.

21. A stranger should bear in mind that the sanitary laws of France are far from satisfactory; he should, therefore, take care that the premises he wishes to hire are in a thoroughly healthy condition. A guinea spent for obtaining the opinion of a sanitary engineer (English by preference) may mean the saving of a hundred.

22. In the case of a furnished villa or apartment a tenant should also have an inventory of furniture most carefully approved on his behalf; otherwise, on giving up possession, he may find that the damage he has caused, or is *presumed to*

have caused, far exceeds his most liberal calculations as to probable injury to cups and saucers, tables and chairs, and even to articles the existence of which he may even have been unaware until the crucial day of reckoning arrives. The tenant should also satisfy himself that the apartment contains sufficient furniture for his requirements; for once in possession he cannot compel the landlord to add anything, unless it may be articles of absolute necessity for the proper enjoyment of the apartment.

23. There are two kinds of taxes which affect the tenant of an unfurnished house or apartment, that called "doors and windows," and the "poll and furniture." The latter is always paid by the tenant himself. The first is payable by the tenant, but is paid, in the first instance, by the landlord who makes the advance and has the right to claim the repayment by his tenant. In the south of France and in some other parts of the country the landlords are not in the habit of claiming repayment of the "doors and windows" tax, and wherever this is the custom, and the tenant has once entered into possession, the landlord is precluded from afterwards asserting his right to repayment.

24. The tenant who has received or given notice to quit m st allow the landlord to show the apartment; but only from the date of the proper notice. The hours for visiting an apartment are arranged by agreement or, in default of agreement, as may be settled by the judge whose decision upon the point may have been asked for. In Paris it is the custom to allow the apartment to be visited from 10 to 4, Sundays and holidays included, but in the south of France only one hour twice a week is customary.

25. When once the legal notice to quit the premises begins to run, the proprietor has the right, without the consent of the tenant being required, to hang a notice "to let" from the windows and balconies or other position outside the premises.

26. A tenant who has the right and wishes to sub-let can put out a similar notice, and keep it there during the whole of the tenancy until he has sub-let.

27. When employing an agent it should be clearly understood that any commission shall be paid by the landlord and not the tenant, and if the agreement is for a term of years, the commission is payable on the first year's rent only.

IV.—FRENCH RAILWAY LAW FOR PASSENGERS.*

IT is to be feared that many English travellers in France expect to find the same laws and regulations obtaining on French railways as they are accustomed to at home, and when they realise that they are very different, are too apt to resent it—an attitude which occasionally results in collision with the officials.

The following hints on points of railway customs and etiquette in connection with which trouble often ensues, may not, perhaps, be superfluous.

1. *Claim to a Seat.*—The right to a seat, which has been engaged by placing upon it a coat or some other article, has actually been legalised by a recent test case in the French law courts, though this right in England depends, of course, solely upon custom, and cannot be enforced. Not only this, but in France each passenger is legally entitled to the use of that portion of the rack and floor immediately above or below his seat.

Passengers have a right to reserve their seats by placing parcels or newspapers, etc., on them; but if they cover more than one seat for each person they are liable to lose all the places.

2. *Control of Windows.*—English travellers often complain of the tendency of French travellers to keep the windows closed unnecessarily. It is the best policy to put up with this annoyance, as an appeal to the guard will not as a rule be successful. His sympathies are likely to be with his compatriots, who regard the love of English people for open windows as a foolish fad, and one, too, which is actually dangerous to health.

As a matter of custom, the passenger sitting next to the window, and facing the engine, has the control over it; but any other passenger has the right of appealing to an employé to settle the question whether the window should be up or down.

3. *Smoking Carriages.*—The rule for smoking on French railways is the reverse of that which obtains in England. Though carriages for *fumeurs* are provided, smoking is permitted in any carriage with the consent of the occupants, and in practice

* For the information in this and the following section I must acknowledge my indebtedness to the valuable handbook, "French Laws for the Anglo-Saxon," by Mr. Arthur S. Browne.

almost every compartment except those labelled *dames seules* is a smoking one.

4. *Tips to Porters.*—English travellers are apt to inveigh against the greed and rapacity of French porters, especially at Paris stations. This is probably due to ignorance of the fact that at Paris termini the *facteur* who fetches a cab from outside the station—and this is usually necessary—is entitled to a gratuity, and in Paris one franc is customary. This being the case, the traveller who presents him with a few coppers (which would be civilly accepted at a London station) must not be surprised if he be confronted with black looks.

5. *Customs Examination.*—At Calais, Boulogne, or Dieppe, the traveller should be on his guard against accepting the services of a man in semi-uniform (not a porter) who will offer to see the traveller's luggage through the Customs, and pretend that he is a *Douane* official. His services will cost a fee of 2*s.* 6*d.*

6. *Liability of French Railway Companies for Non-punctuality.*—Railway companies are bound to carry their passengers within the hours fixed by their time-tables, and in case of non-observance of this law the company is liable to an action to recover compensation for any loss that may be suffered by a passenger; but the loss alleged to have been suffered must be a definite one, and not merely hypothetical. For instance, if a passenger takes a train for the purpose of signing a contract, the terms of which have already been agreed upon, and which must be executed by such a date, then the passenger would be justified in claiming compensation for any loss that he can prove to have suffered through not arriving in time to complete the contract; but his claim would be bad if he were merely making the journey for the purpose of considering the terms of a contract which might or might not be carried out.

V.—THE LEGAL ASPECT OF HOTEL VISITORS IN FRANCE.

EVEN experienced travellers are lamentably ignorant of everything pertaining to the law of hotel keepers which directly concerns hotel visitors. So a few hints on the subject may perhaps prove of service to travellers in France.

In the absence of an agreement about *pension* terms, the room is presumed to be taken by the day; and subject to the usual custom of the house (*e.g.*, giving notice before noon) the visitor is entitled to leave without notice at any time.

The hotel proprietor is responsible for the safety of his visitor's property, *in spite of the usual notice exhibited in bedroom, etc., disclaiming this responsibility.* But in the case of loss of money or securities payable to bearer, which have not been deposited with him, he need not make good the loss beyond the amount of 1,000 fr. The English law, which has recently been exemplified by an important action (summarised below), is to a large extent analogous.

A new terror, indeed, is added to the life of an hotel proprietor by the decision in an action which was brought against the Gordon Hotels Company for the recovery of a large sum, representing the value of jewellery stolen from a room occupied by the plaintiffs while guests at one of their hotels. Though the owners of the jewellery had not taken the precaution to deposit the jewellery with the proper officials, the jury held, notwithstanding, that there was no contributory negligence on their part; but found, on the contrary, that they had exercised "ordinary and reasonable care, such as a prudent person might reasonably be expected to use," and held the defendant company responsible for the entire amount claimed.

This certainly seems hard on hotel proprietors in general, however gratifying the verdict may be to the travelling public.

I may appropriately conclude these hints with a reference to the so-called "death duties" levied by most hotels for *préjudice causé à l'hôtel* in case of death. This is, however, rather a question of custom than express legal enactment.

Any actual cost incurred by making good any damage caused by the illness and death in putting the bedroom into a proper sanitary condition—re-papering, whitewashing, renewing curtains, etc., must of course be paid by the representatives of the deceased.

But any charge for "moral damages," by way of indemnity for supposed loss of custom, can, and should, be resisted. Speaking generally, if a sum exceeding 500 fr. be demanded, legal advice should be sought with a view of resisting the claim,

or, at all events, the advice of the nearest British Consul should be taken.

In Montreux, indeed, the proprietors have decided on a uniform tariff of charges for deaths occurring in any of the hotels of that town. A sliding scale has been adopted as follows:—For death from natural causes, the relatives of the deceased will pay from 200 to 300 fr.; for a death due to a non-contagious disease, 300 to 400 fr., while for a death resulting from a contagious disease, 400 to 500 fr.

But the fixed scale can never be just, as the illness may have been introduced into the hotel by the visitor, while on the other hand the visitor may have contracted it there, so a fixed tariff can seldom be applicable to every case, and therefore would not be recognised by a Court of Justice. The friends of a deceased person should refuse to allow the mortuary room to be touched until the question of damage has been agreed upon, and in case of disagreement application should be made at once to the sanitary authorities.

It may be observed that legally an hotel keeper has no claim whatever (though this is usually made) against a visitor who contracts an infectious disease whilst staying at his hotel, unless the visitor is requested to leave and declines, although he can do so without endangering his health.

VI.—BRITISH v. CONTINENTAL HOTEL CHARGES.

THE holiday touring season almost invariably produces an aftermath of letters to the papers complaining of alleged over-charges at Continental hotels, and in many cases the aggrieved correspondents are apt to compare these hotel charges with the tariffs obtainable at English hotels, to the advantage of the latter. Such sweeping comparisons are futile. It is necessary, of course, to discriminate between the different classes of hotels. As regards large, fashionable, up-to-date hotels "du premier ordre" (those, for instance, where each bedroom has a separate bathroom attached to it—an excellent test of the modernity of an hotel) there is little difference in prices between

English and Continental hotels. But in the case of good second-rate houses, using this latter epithet merely to denote smaller and less pretentious hotels, and without any suggestion of absolute inferiority, there can be no question but that English hotels are much dearer than Continental ones.

Indeed, in most European countries there are certain districts where hotels offering reasonably good accommodation are at least 25 per cent. cheaper than any in England, except those which are little more than public-houses or wayside inns. For instance, in the Italian and Levantine Rivieras, in the Belgian Ardennes, on the shores of the Lake of Geneva, in Brittany, Normandy, Tyrol, Black Forest, Norway, Sweden, etc., there are innumerable hotels where good cooking and tolerable service are obtainable at 5*s.* or so a day.

Even at great tourist centres like Nice, where it is popularly supposed that hotel charges are exorbitant, old travellers who know the ropes will have little difficulty, owing to the great competition, in finding very fair accommodation at 8 or 9 fr. a day.

In short, it is as easy to find isolated cases of monstrous overcharge for "extras" at English as at Continental hotels. For instance, I can cap a charge of "40 piastres (8*s.*) for a cup of chicken broth" at a fashionable Cairo hotel with the preposterous charge of 2*s.* for a glass of milk at a well-known Bath hotel.

It is indisputable that the refusal of English hotel guests to conform to the customs of the country is responsible to a large extent for the alleged excessive charges which form the subject of letters to *The Times* in the holiday season. If visitors would take their meals at the usual time, and not demand extras or comestibles and liquors foreign to the country, they would be able to keep their hotel expenditure within reasonable limits.

In this connection the question of the utility of the well-known hotel coupons system of Messrs. Cook and other tourist agencies may be discussed. The *pros* and *cons* of this method of payment may be thus summed up. The coupons are advantageous (1) as a guide to hotels of respectable standing, especially to those where English tastes and customs are understood; (2) they enable a visitor to gauge his expenditure beforehand;

(3) their use is a valuable safeguard against extortion; and (4) in countries outside the beaten track of travel, such as Greece, Turkey, and Russia, where hotels are expensive, a great economy is effected by their employment: in short, for novices in travel they are of great value. On the other hand, their indiscriminate use is not to be recommended, as (1) the experienced traveller can occasionally make better terms by bargaining for himself; and this applies particularly to much-frequented, but not necessarily fashionable, tourist centres. (2) Then, as, rightly or wrongly, the holders of these coupons are considered by hotel employees to be less lavish with gratuities than the ordinary hotel guests, it is only natural, human nature being what it is, that waiters, porters, and *hoc genus omne* will not go out of their way to give extra attention, though at the same time it must be remembered that the name of Cook is all-powerful with hotel proprietors, and no actual lack of attention or inefficient service would be tolerated by the management.

At the large up-to-date hotels there is no doubt that the hotel porter and his underlings have some method of chalking a visitor's luggage to indicate whether he is liberal or the reverse. The code varies according to the season and locality, but it has been authoritatively stated that a large circle indicates that the hotel guest is a "good tipper," while a circle with a cross in it means that he is inclined to be close in his dealings with hotel employees.

VII.—THE SPORTSMAN ON THE RIVIERA.

NO longer is the Riviera mainly the Mecca of consumptives. They are, indeed, rather discouraged by hotel proprietors in favour of the more robust visitors, who pass the winter there merely to amuse themselves or enjoy the sunshine denied them at home. It must be admitted that there is not as much occupation for either rod or gun as could be wished, but I shall endeavour to show in the following notes that the sportsman need not despair. Let me, at the outset, dismiss the better-known events that follow one another throughout the season: the January Nice races, the International pigeon-shooting matches at Monte Carlo, and the yacht racing—an important

international meeting that has attracted every class of owner, from him of the modest half-rater to the Emperor William. Nor shall I make further allusion to the gambling-tables at Monte Carlo, or the baccarat at the Cannes Cercle Nautique, or the Cercle Mediterranée of Nice ; for these and other social distractions of the triad of towns, characteristically differentiated as the "world, the flesh, and the devil," are too well known to need further publicity. It is with the rod and gun, pure and simple, that I am here concerned ; and I must say at the outset that, so far from any desire to praise the Riviera unduly as a sporting resort, I should be inclined rather to regard it as about the last of winter headquarters were sport the chief consideration. These hints are, therefore, intended merely for those who, having to spend the winter months on that lovely coast, prefer to take pot-luck among the hills rather than let the gun rust and the rod lie idle.

The fisherman has, of course, to contend with nature, in the shape of crystal-clear water and bright sunshine, and with man, in the shape of the poaching Niçois, who net everything that swims ; but, these drawbacks notwithstanding, it is possible to get a basket of small hill trout in the Vesubie and Tinée Valleys, reached by the rail from Nice to Puget Theniers, and distant only an hour and a half from the former town. Tolerable accommodation can be had at the villages of Vesubie and La Tinée, as well as higher up the gorge—for the valley here narrows to a ravine—at La Mescla. As Vesubie is barely twenty miles from Nice, and as the road up the valley is excellent cyclists are independent of the somewhat infrequent trains. A week's fishing here, in the midst of grand scenery, should not cost more than two pounds or so, and should be an excellent tonic after a surfeit of the social dissipations on the coast. Some trout-fishing of a kind is also, I believe, to be had at the Gorge du Loup, near Grasse ; but as the place is advertised by the local hotel keepers as a "sporting *rendezvous*," the experienced traveller will know how little to expect. From Mentone and San Remo the Royat river and its tributaries are the most accessible fishing waters, but the poaching is too general for the prospects of sport to be brilliant. This practically sums up the angling resources in the neighbourhood of Nice and Mentone.

Of game on the Riviera it might be written as wrote Iceland's conscientious historian of her snakes. There is no big game, and, for all practical purposes, there are no birds. A few words may, however, be permitted on the shooting in Corsica, which is easily reached from Nice by weekly steamer. The vaunted boar and moufflon shooting of this island is not at the present day its strong point, but there are, at the right season, plenty of quail and some duck, and Bastia is a good headquarters for the mixed shooting in the plains of Aleria. There is good trout-fishing in the Golo and other streams. In dismissing so abruptly the game of the Riviera, it is perhaps worth while mentioning that the King of Italy has an extensive game "reserve," chiefly for chamois, in the mountains beyond St. Martin Lantosque, several hours by diligence from Nice. Leave to shoot would, however, be exceedingly difficult to obtain.

The retention of this wild region (which cuts into the French frontier line) on the cession of Nice and Savoy, ostensibly as a royal hunting-ground, was a clever move on the part of the Italian diplomatists, who recognised its strategic value.

VIII.—TWENTY-FOUR O'CLOCK.

WE have become so accustomed to the cumbrous and illogical duplicate system of reckoning time that the very expression twenty-four o'clock has in it a suggestion of the ludicrous. But on the Continent the inconvenience of this irrational method of indicating the time has begun to be recognised. Italy should have the credit of first abolishing the dual notation on her railways, to be followed some years afterwards, curiously enough, by Spain; next Turkey, the most conservative country in Europe. More recently Belgium has adopted the twenty-four o'clock reckoning, and Switzerland will probably soon follow her example.

This method of numbering the hours, it may be remarked, is not really a novelty in Europe. Mr. Douglas Sladen has recently called attention in the columns of a contemporary to an old sun-dial which he noticed on the walls of the old Monteleone Palace at Palermo, with its hours numbered from eleven to twenty-one, and signed "Italicum Civile, 1826.—S. T."

In Italy, where the new notation has had several years' trial, the new system has worked well on the whole, and with very little inconvenience to the travelling public, though it is to be feared that the English tourist has hardly even yet been able to reconcile himself to the strange appearance the railway time-table presents, and still less to the verbal communications of Italian railway officials.

In England, of course, this new horological method is placed by the "man on the top of the 'bus"—who, we are told, represents English public opinion—in the same category as Esperanto or phonetic spelling; and the possibility of its general adoption is discussed with contemptuous indifference. But unlike these two crazes, the advantages of the new reckoning must appeal to every one who is sufficiently educated to read a clock dial. We need go no further for a convincing proof of its merits than that invaluable work of reference, which disputes with Burke and Whitaker the title of the "English-man's Bible," viz. Bradshaw. Various are the methods of the compilers of railway time-tables to show with sufficient clearness, without unduly overloading the text, the difference between ante-meridian and post-meridian. Some are fain to print the hours between noon and midnight in extra thick type, others get over the difficulty by an elaborate arrangement of dots set underneath the figures or by underlining them. In "Cook's Continental Time-Tables" (an admirably edited compilation) the difference is denoted by different types, and this is, perhaps, the most satisfactory solution of the difficulty. Bradshaw, as we all know to our cost, simply evades the difficulty by the simple but aggravating plan of placing the letters a.m. or p.m. at the head of the column. Consequently, in the case of times at the foot of the page, the distinction between morning and evening can only be arrived at by the exasperated traveller after an intricate calculation.

The Great Eastern Railway differentiate between day and night by using thick type from noon to midnight, while the Midland Railway try to get over the difficulty by indicating p.m. by a short vertical line between the figures.

Few trials in this vale of tears are more difficult to bear with equanimity than to find too late, after a long struggle in the

labyrinth of pages of closely set type, that one has ignored the significant symbols a.m. and p.m., and essayed the task of returning home to dinner by a train which reaches its destination at, say, 6 a.m.! Then, again, the feat of distinguishing between 12 noon and midnight entails a nice analytical comparison, and what logicians call a "process of exhaustion." Unfortunately, a knowledge of Bradshaw is an accomplishment in which, like poking the fire and driving a gig, everybody considers himself a past master intuitively. The new system of reckoning the hours has all the simplicity which is associated with the 3 per cents. From midnight to noon the hours are unchanged, but 1 o'clock is 13 o'clock, and so on till midnight (24 o'clock). Day begins at midnight, as in the old mode of reckoning, but the minutes between this hour and 1 o'clock are not reckoned according to the former illogical method, as 24.1, 24.5, etc., but as 0.1, 0.5, an arrangement as simple as it is scientific and logical.

The advantages of the adoption of the new system in connection with postmarks on letters are not, perhaps, as obvious, though they are certainly of considerable importance. In post-offices all letters, as everybody has noticed, have the hour at which they are received and despatched stamped on the post-mark. Usually the distinguishing letters a.m. or p.m. are so blurred and faint as to be almost indistinguishable. Yet issues of the highest importance, as lawyers are well aware, have turned on the exact interpretation of these marks. Novel-readers, too, will remember that the motive of one of Anthony Trollope's later novels ("John Caldecott") hangs on the legibility of the postmark of an important letter.

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ROUTES.*

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Tangier (see also GIBRALTAR Routes).—The most direct way of reaching Tangier is by the weekly or fortnightly services of the P. & O. and Orient Lines, respectively, from London to Gibraltar. Here passengers change into one of the steamers sailing almost daily between Gibraltar and Tangier (see below). By this service Tangier can be reached in six or sometimes five days. Fares by either line, first-class, £10 8*s.*; second-class, £6 8*s.*; return, £16 12*s.* and £10 12*s.* The Cunard Liverpool and Tangier service has been discontinued. A cheap way of reaching Tangier by sea is by one of the Morocco lines of steamers of Forwood Brothers (3, Crosby Square, E.C.). A steamer of this old-established line leaves London fortnightly for Tangier (calling at Gibraltar), the Morocco coast towns, Safi, Mogador, etc., Madeira, and the Canaries. First-class fare, £8 13*s.* 4*d.* (no second-class). No return tickets, as the steamers return direct to London from the Canaries. The time occupied is about six and a half days. The Papayanni Company also book passengers for Tangier from Liverpool. Sailings about fortnightly. For visitors who wish to avoid the sea as much as possible, the new overland route *viâ* Gibraltar is available (see GIBRALTAR). There is a service between Gibraltar and Tangier by Messrs. Bland & Co.'s small steamers, leaving Gibraltar on Tuesday, Thursday, and Saturday, at 11 a.m., and returning Monday, Wednesday, and Friday at

* When dates are given they refer only to the 1904-5 season, Railway time-tables also only apply to 1904-5 services.

11.30 a.m. Fare: 8*s.*; return ticket (available for three months), 12*s.* Transit: usually four to five hours, though they are supposed to take three hours only. Passengers should bring provisions, as no refreshments can be obtained on board. Then once a week a steamer of the Thomas Haynes Line crosses from Gibraltar to Tangier. These steamers are small coasting vessels, and the accommodation is not luxurious. This service is irregular. The regular daily service is to Ceuta (see TETUAN) from Algeciras, leaving at 7.30 a.m.

Recently the Compania Transatlantica of Barcelona have made Tangier a calling-place for their steamers in the Gibraltar-Cadiz Line, and these vessels leave Cadiz on Monday, Wednesday and Friday at 7 a.m., arriving at Tangier 1.30 p.m., and then going on to Algeciras (3.30 p.m.) and Gibraltar (4 p.m.) on the same days. Fare: 15 fr. first-class. They leave Gibraltar at 7 a.m. on Tuesday, Thursday, and Saturday for Algeciras (7.30), Tangier (10.30). Though the passage across the straits is short, it is often very rough, and it is unfortunate that the only first-class steamers, those of the General Transatlantic Company, are no longer available, as this service has been discontinued.

From the Riviera Tangier can be reached direct from Marseilles by the fortnightly service of the Paquet Line, leaving Marseilles on the 7th and 22nd of each month at 5 p.m.

From Algiers there is a fortnightly service of the Adria Line (see GIBRALTAR) every alternate Saturday at 10 a.m., calling at Gibraltar (Monday 10 a.m.), and reaching Tangier on Monday 3 p.m.

From Marseilles the Cie. Navigation Mixte (see ALGIERS) have a service leaving Marseilles (Wednesday 6 p.m.) for Oran (Friday), Gibraltar (Tuesday), and Tangier (Wednesday 7 a.m.), which might suit leisured travellers who are good sailors. The boats also call at Melilla and Tetuan.

Part II.—Algeria.

Algiers.—There is considerable choice. The usual and best route is *viâ* Paris and Marseilles (see CAIRO routes). From this port there are three steamship lines to Algiers. The

quickest and most comfortable is the Transatlantique. Fare: 120 fr. first, 80 fr. second. The steamers leave Marseilles on Monday, Wednesday, Thursday, and Saturday at 1 p.m. They reach Algiers at 3.30 p.m. the next day (except the Thursday steamer, which does not arrive till 8 p.m.) By this service Algiers can be reached in fifty-two hours after leaving London. Luggage can be registered through from Paris to Algiers, where it is examined. The steamers leave Algiers for Marseilles on Monday at 3.30 p.m., and on Tuesday, Thursday, and Saturday at 12.30 p.m.

The two other passenger lines, the Cie. Navigation Mixte and the Cie. de Transports Maritimes, are much cheaper and moderately comfortable, but they cannot be recommended for ladies or invalids. The first-class fare is about half that of the General Trans. Co., and they are generally very crowded, so that early application for a berth is necessary. On Sunday the Cie. Navigation Mixte (Touache) have a so-called Rapide service from Port Vendres at 8 p.m., arriving at Algiers the next day at 9 p.m. They leave Algiers for Port Vendres on Wednesday noon. There is also a weekly direct service by this line, leaving Marseilles on Thursday, 6 p.m., and arriving at midnight Friday. From Algiers the departure is at Sunday noon, arriving at Marseilles the next evening at 8. The Transports Maritimes boats leave Marseilles on Wednesday and Saturday at 6 p.m., arriving Friday and Monday at 5 p.m.

The through fare from London to Algiers, *viâ* Dieppe, Paris, Marseilles, and Transatlantic steamer, is £10 9*s.* 4*d.* first, and £7 7*s.* 2*d.* second-class. By Calais the respective fares are £11 10*s.* 11*d.* and £8 0*s.* 8*d.* Circular tickets are also issued by the C.G.T. from London to Algiers (*viâ* Calais), available for ninety days, for £17 3*s.* 9*d.* and £12 9*s.* 10*d.* Those burdened with much luggage would find that the fortnightly service from Liverpool to Algiers of the Papayanni Line would afford a more economical route. The Moss steamers call also when required at Algiers, *en route* to Alexandria. The average passage is eight days, and the fare of both lines is £10.

The joint New York-Mediterranean service of the Hamburg-American and North German-Lloyd Companies affords a

convenient route for American passengers, as these liners call at Algiers occasionally during the winter.

Hammam R'Irha.—The journey by the usual route, *viâ* Dover, Paris, Marseilles, Algiers, and Bou Medfa, can be done in three and a half days. The most convenient train is the 9.30 a.m. from Algiers. Another route, which is very pleasant in fine weather, is from Algiers to Cherchell by the Algerian Coast steamers (Transports Maritimes Côtiers Algériens), which leave every Wednesday and Friday, and then by diligence to El Affroun (time, $5\frac{1}{2}$ hours), a station about eight miles from Bou Medfa. This route is not recommended to ladies, as the accommodation on board the steamer is scanty; but it will be preferred by enterprising tourists, and all who wish to see something of the country and the grand coast scenery.

Biskra.—There are virtually only two routes to Biskra from the Continent: (*a*) the direct sea route from Marseilles to Philippeville, or (*b*) the overland route from Algiers.

(*a*) By sea. This journey is a formidable undertaking for an invalid, and the travelling arrangements both by land and sea are capable of great improvement. The slowest steamers of the General Transatlantic Co. are put on the Philippeville Line.

There are three services a week from Marseilles to Philippeville:—(1) The General Transatlantic Co., (2) the Navigation Mixte, and (3) the Transports Maritimes.

(1) The Transatlantic steamers are immeasurably superior, but the first-class fare is 120 fr., about twice as much as that of either of the small companies. The steamer leaves at noon on Saturday, and is due at Philippeville the next evening at 6 p.m. The train to connect with this service leaves Paris on Friday at 10.35 p.m. (Charing Cross 2.20 p.m.). Fare from Philippeville to Biskra: first-class, 36 fr. 50 c. (second not recommended). Luggage can be registered from Paris to Philippeville. But the connections between Philippeville and Constantine (for Biskra) are very inconvenient, and on the whole the overland route is preferable, especially since the service from Algiers to Biskra has been improved (see below).

(2) The steamers of the Cie. de Navigation Mixte leave Marseilles on Thursday at noon, and the voyage sometimes

takes nearly a couple of days, though according to the time-table Philippeville is reached the next day at 9 p.m.

(3) The Transports Maritimes boats leave Marseilles at 6 p.m. on Saturday, reaching Philippeville Monday morning at 6. These boats, too, are generally unpleasantly crowded, and quite unsuitable for invalids.

(*b*) The Overland Route.—In the alternative route from Algiers by rail the hours were formerly equally inconveniently arranged; but now there is a convenient train (with through sleeping car, 30 fr. extra), leaving Algiers at 7.50 p.m. on Sunday, Tuesday, and Thursday, and reaching Biskra at 4.20 p.m. the next day; returning on Monday, Wednesday, and Friday at 6.40 a.m. and reaching Algiers at 10.22 a.m. next day. The first-class fare from Algiers to Biskra is 69 fr. 40 c. Travellers, though bound for the Sahara, should take plenty of wraps, as the railway crosses elevated plateaux where snow is not unknown. In fact, on one occasion (December 1894), the train was embedded in a snowdrift for several hours.

Part III.—Egypt.

Cairo.—The routes from England to Egypt are so numerous that precise classification is necessary to differentiate them. They may most conveniently be divided into sea and overland routes. On the whole the voyage is preferable for invalids to the rail journey, and in the long run it will be found, even by the more expensive P. & O. and Orient-Pacific liners, more economical.

1. Sea Routes.—(*a*) *From London.* From London there are the weekly P. & O. service and the fortnightly service of the Orient liners. The P. & O. steamers leave usually every Friday, arriving at Marseilles about seven and Port Said about twelve days later. Fares, London to Cairo (*viâ* Ismailia, thence by rail), £22 first, £13 second.

Since 1897 the P. & O. Company have much improved the Egyptian passenger service, and in that year a new weekly Egyptian service was established from London to Port Said *viâ* Marseilles, for the through Indian and Australian liners, the call at Brindisi being discontinued both outwards and

homewards by the through steamers. The mails (see BRINDISI-PORT SAID MAIL SERVICE, below), however, are still transhipped at Brindisi. Return tickets have lately been discontinued between London and Egypt, but a rebatement of 25 per cent. on the return passage money will be allowed within twelve months of arrival. This new service can be recommended to invalid travellers.

The fine mail steamers of the Orient-Pacific Line sail from Tilbury every alternate Friday from Friday, October 7th, calling at Plymouth next day, and reach Port Said (calling at Marseilles and Naples), in twelve or thirteen days. First-class fare, from London to Cairo (*viâ* Ismailia), £22 14*s.*; second, £13 7*s.*

Then the British India Company despatch a fortnightly steamer from Saturday, October 1st, and take passengers for Egypt, calling at Marseilles (and sometimes Naples); but some of these steamers are slow, and the accommodation is less luxurious than that provided by the P. & O. and Orient ships. First-class fare to Port Said, £17.

The new Prince Line (see MANCHESTER) book passengers from London to Cairo for £14 7*s.* 6*d.* first class.

The Glen Line has a monthly service to Japan, calling at Canal ports. First-class fare, £12.

Then the Japanese Mail Line (Nippon Yusen Kaisha) is beginning to be employed by English travellers. There is a fortnightly service from London, but the sailings are irregular, calling at Port Said and Suez. Fares to Port Said, £16 10*s.* and £11; but berths for Egypt seldom vacant.

(*b*) *From Southampton.* The fortnightly service of the North German Lloyd Company is coming into favour with English travellers. A steamer of this line leaves Southampton for China on October 4th and fortnightly thereafter; and for Australia on October 17th and every three weeks thereafter. The fares from London to Cairo are moderate: £23 4*s.* 2*d.* first, and £13 14*s.* 5*d.* second. These improved services are in consideration of an additional annual subsidy of one and a half millions of marks (£75,000); the North German Lloyd having agreed to maintain a fortnightly mail service to China instead of a monthly one as formerly. So there are now three sailings a month from Southampton to Egypt.

(*c*) *From Liverpool.* There are numerous steamship services from Liverpool, sailing every fortnight or three weeks, and taking passengers for Port Said or Ismailia. They include the following lines : Bibby, Anchor, City, Compania Transalantica (Spanish), Hall (not to be confused with Messrs. Hall's steamers to the south of Spain), Henderson & Co.'s lines, Moss, and Papayanni. The best are the Bibby and City lines, which provide good accommodation at reasonable rates.

The Bibby is a very fast line, and is becoming very popular with Anglo-Indians. Only saloon passengers are taken, and a surgeon is carried. They sail from Liverpool (calling at Marseilles) on or about October 13th, and every two weeks thereafter. Saloon fare to Port Said, £17.

The Anchor Line is the cheapest of all, the saloon fare to Port Said being only £12 (return £21 12*s.*) ; to Cairo, £13 16*s.* 6*d.* The service is weekly. First-class return (six months) to Cairo (*viâ* Ismailia), £25 2*s.* 6*d.*

The City steamers all carry a surgeon, and no second-class passengers are taken. The service is fortnightly. It used to be a peculiarity of this company that no wines or spirits were allowed to be sold on board, but since the line has been taken over by the Ellerman Co., Ltd., this restriction has been removed.

The steamers of the Hall Line leave Liverpool about every three weeks. First-class fare to Port Said, £15 15*s* ; second, £10 10*s.* Passengers are also booked through to Cairo, £17 10*s.* 5*d.* first and £11 18*s.* 2*d.* second class. The fares, it will be seen, are high, and most passengers would prefer to pay some three pounds more for a first-class passage by the P. & O. or Orient-Pacific liners.

The steamers of P. Henderson & Co. (no connection with Messrs. Henderson who own the Anchor steamers) sail about every three weeks. Saloon fare to Port Said or Ismailia, £11.

The Compania Transatlantica book passengers for Egypt by their monthly service to Manilla. Saloon fare to Port Said, £22.

There is also the old-established Moss Steamship Company, which calls at Gibraltar, Algiers (occasionally), Malta, and Alexandria on the way to the Levant. During the winter tourist season a surgeon is carried. The voyage to Alexandria

usually takes fourteen days. Sailings usually fortnightly from Thursday, October 6th. Fares to Alexandria £15 (return £26, ticket available six months) first, and £10 (£16 return) second.

The Papayanni Steamship Company is another old-established line, but some of its steamers are very old. Accommodation not luxurious, but has improved under the Ellerman management. In fact, they are mainly intended for freight. The first-class fares to Cairo are almost as high as those of the more popular lines. They sail about fortnightly from October 1st, and call at Tangier, Algiers, Malta, and Alexandria. Fare from Liverpool to Cairo, £15.

The various services from Liverpool are well adapted for ordinary tourists with leisure, but, with the exception of the Bibby, City, Glen, and Anchor steamers, which carry a surgeon, they are hardly suited to persons in delicate health. The duration of the voyage varies considerably, the Bibby steamers taking about the same time as the larger mail steamers of the P. & O. and Orient Companies, while the Papayanni steamers (which also make frequent stoppages *en route*) rarely complete the voyage to Alexandria in less than fifteen days from Liverpool.

(*d*) *From Manchester.*—The Prince Line, intended chiefly for Cyprus and Syria traffic, affords tourists an economical service to Egypt. Each vessel is 3000 tons burthen, and is lighted with electricity. Doctor carried. Sailings about every ten days from September 30th, calling at Malta and Alexandria. First-class fares from Manchester or London to Alexandria, £13 single (Cairo, £14 7*s.* 6*d.*) and £24 return (tickets available for six months). No second-class.

Those travelling by the Indian or Australian steamers are recommended to leave the ship at Port Said instead of Ismailia, and make use of the new railway (completed August, 1904) between that port and Ismailia. By this means time is saved, and the discomfort of coaling at Port Said is avoided. Through trains leave Port Said at 8.10 a.m., 12.30 p.m., and 6.45 p.m., and reach Cairo at 1.30 p.m., 5 p.m., and 11.15 p.m. respectively. There is a dining car on the 12.30 p.m. and 6.45 p.m. trains.

2. Overland Routes.—The principal Continental routes classified according to port of embarkation, are as follows :—

(*a*) *Marseilles.*—This port is rapidly becoming a favourite place of embarkation with English travellers to Egypt, as there is a railway journey of only twenty-two hours as against forty-five to Brindisi. There are several excellent services to Port Said by the Orient-Pacific, P. & O., and Bibby lines. The Orient boats (see SEA ROUTES) leave for Port Said *viâ* Naples on October 7th and fortnightly thereafter. Fares, Marseilles to Cairo, £16 14*s.* first, £10 7*s.* second.

The P. & O. boats leave Marseilles every Friday at noon, arriving at Port Said on Tuesday afternoon. Fares, £16 first, £10 second. Railway fares, London to Marseilles *viâ* Calais, £6 14*s.* 5*d.* first, £4 12*s.* 1*d.* second.

There is a special sleeping-car and restaurant service in connection with this Marseilles-Port Said service, for the convenience of first-class passengers joining the P. & O. steamers at Marseilles, leaving Calais for Marseilles every Thursday (in connection with the 11 a.m. express from Victoria). The train runs alongside the quay. The fare is £9 9*s.* 5*d.*, and tickets are to be obtained at the office of the P. & O. Company.

The Bibby Line steamers leave Marseilles for Port Said on October 5th, and afterwards every fortnight. First-class fare, £12 (return £21 10*s.*).

To Alexandria there are the services of the Messageries Maritimes. A steamer leaves Marseilles for Naples and Alexandria (next call Port Said) direct every Thursday at 4 p.m., arriving on Tuesday morning. Fares : to Alexandria, £12 first, and £8 8*s.* second class ; to Port Said, £13 12*s.* and £9 16*s.*

The Khedivial Mail Company's service from Marseilles to Alexandria has been discontinued.

(*b*) *Brindisi.*—This is still the mail route, but since 1897 Marseilles (see above) is the port of departure for the direct Indian and Australian liners. The route is *viâ* Calais, Paris, Turin, and Bologna. The P. & O. express mail steamer leaves Brindisi for Port Said on Sunday evening as soon as the mails are on board, arriving at Port Said early on Wednesday morning. In order to catch this steamer passengers,

unless travelling by the P. & O. express (see below), must leave London by the Thursday evening Continental mail. The fares are £12 9*s.* 5*d.* first, and £8 12*s.* 9*d.* second, *viâ* the Mont Cénis route, and £12 7*s.* 11*d.* and £8 9*s.* *viâ* the St. Gothard. The extra charge for a berth in the sleeping car from Paris to Turin is £1 3*s.* 6*d.*, and from Paris to Milan £1 10*s.* 3*d.* Luggage by these ordinary trains *cannot be registered to Brindisi*, but only to Modane or Chiasso. The rates are: between London and Modane, 6*s.* for every 20 lb. over 56 lb.; between Modane and Brindisi, 4*s.* 4*d.* for every 20 lb. of luggage.

Those who do not mind expense can take the special P. & O. Brindisi express, with restaurant and sleeping cars attached, which leaves Charing Cross at 9 p.m. on Friday, arriving at Brindisi at 5.20 p.m. on Sunday, thus shortening the journey by some ten hours.* This express supplements the Indian mail train, which now takes no passengers. Fare: first-class only, from London to Port Said, including rail, and for P. & O. passengers only, £25 9*s.* 5*d.* Accommodation being limited, application for places must be made at the P. & O. Company's office, 122, Leadenhall Street, E.C., or at the Sleeping Car Company's office. 20, Cockspur Street, S.W. By this service *luggage* (66 *lb. free*) *can be registered through from London to Brindisi*, and is *not examined* either by the French or Italian Customs. Handbags are usually subject to examination at Modane. The fare from Brindisi to Port Said is £11 first (no second). From Port Said passengers can go to Cairo by rail. Excess luggage is heavily charged for, and the usual plan is to send heavy baggage by goods train. A good deal more luggage can, however, be taken in the carriage with the passenger than on Continental railways.

The passage from Brindisi to Port Said is effected by the P. & O. fast steamers *Isis* and *Osiris*, which are express despatch-boats running only between Brindisi and Port Said, Indian and Australian passengers changing at the latter port to the through mail steamer. They are the fastest steamers on the Mediterranean. On one occasion (October 1898) the *Osiris*

* This is the *fastest long-distance run in Europe* (44½ hours London to Brindisi).

did the voyage in less than forty-seven hours, so that letters from London for Egypt were exactly four days in transit.

This route, with the long railway journey and somewhat restricted accommodation on the express steamers, is not altogether suited for delicate travellers, who are advised to travel instead by the alternative service of this Company *viâ* Marseilles, where they have the advantage of crossing the Mediterranean in large ocean liners. At all events passengers *viâ* Brindisi can usually count on arriving in plenty of time to catch the 8.10 a.m. train to Cairo, which has consequently now been brought within *five days* of London. This acceleration of the Egyptian service is due to the Government mail contract with the P. & O. Co., by which the scheduled time for the mails from London to Bombay is further reduced to thirteen and a half days from February, 1905.

Then there is the Austrian-Lloyd service in connection with their Trieste-Alexandria service (see *trains de luxe* services below). The steamer leaves every Friday at 2 p.m., and reaches Alexandria at 6 a.m. Monday. As it would be necessary to leave Charing Cross to catch the Brindisi steamer the previous *Tuesday* evening, the journey occupying sixty-one hours, this route can only be recommended to those who want as short a sea passage as possible. Fares from Brindisi: £10 first; £6 2*s*. second; return, £17 and £11 18*s*. A special train leaves Alexandria for Cairo in connection with this service.

For the return journey the steamer leaves Alexandria for Brindisi and Trieste every Saturday at 3 p.m., reaching Brindisi every Tuesday at 5 a.m. (in connection with the train leaving at 7 a.m.), reaching Trieste every Wednesday at noon, in connection with the express train for London leaving Trieste at 6.30 p.m., *viâ* Calais. During the spring months the special train leaves Cairo station for Alexandria Quay.

On the 26th of each month the Natal steamer could be utilised, as this calls at Brindisi as well as Port Said.

The Austrian Lloyd's mail steamer leaves Brindisi (starting from Trieste) for Alexandria direct every Friday at 2 p.m Fares: first-class, £10; second-class, £6; return, £17 and £11 18*s*., and from London, £39 5*s*. 6*d*. and £27 4*s*. 2*d*.

Then there is the fortnightly service of the Navigazione

Generale Italiana, leaving Brindisi for Alexandria direct on the 1st (or 2nd) and 17th of each month, at 1 p.m. and reaching Alexandria on the third day at 1.30 p m. Fares from Venice: 182 fr. 40 c. first, and 123 fr. 60 c. second (see also VENICE).

(*c*) *Venice.*—The P. & O. have for some years discontinued their Venice-Brindisi-Port Said service, but there is a fortnightly service of the Navigazione Generale, leaving at 8 a.m. on the 15th and 30th for Alexandria. These boats, however, though well manned and well found, are not altogether suited to English passengers, as the hours of meals—10 a.m. breakfast and 6 p.m. dinner—are not in accordance with English tastes, nor, for the matter of that, is the cuisine. The marsala (supplied free) is, however, excellent. Fares: see above. The officers as a rule understand English.

The Venice-Bombay service of this Company (N.G.I.) has been discontinued, and the steamers now start from Genoa (calling at Naples) on the 18th of each month at 7 a.m.

(*d*) *Naples.* There is a service of the Navigazione Generale Italiana, leaving Naples every Wednesday at 3 p.m. for Alexandria direct, arriving Sunday, 2.30 p.m. (Genoa-Naples-Alexandria service: see (*e*) Genoa). Fares, 230 fr. first, and 156 fr. second. (For railway services to Naples see Vol. I.). There are also the Orient Company's mail steamers already referred to, leaving Naples at midnight on October 2nd, and fortnightly thereafter. Fares to Port Said, £11 first, and £7 second-class. The North German Lloyd's fares to Port Said are the same. Sailings every week or ten days from October 13th.

(*e*) *Genoa.* Every week or ten days, from October 12th, a steamer of the North German Lloyd sails for Port Said, calling at Naples (see NAPLES Routes).

Then on the 18th of each month, at 7 a.m., one of the fine Bombay steamers of the Navigazione Generale Italiana leaves for India, calling at Naples the next day and Port Said on the 23rd at 9 p.m. There is besides a weekly local service to Alexandria, leaving Genoa on Saturday, 9 p.m. (occasionally Sunday midnight), and reaching Alexandria Sunday, 2.30 p.m. Messrs. Cook book passengers through from London to Cairo, *viâ* Calais and Genoa, for £20 2*s.* 3*d.* first, £13 15*s.* 9*d.* second.

Trains-de-Luxe Services.—(*a*) The Peninsular Express (see above) leaving London every Friday at 9 p.m. Early application necessary, as only sixty passengers are taken. Restaurant car; lunch 4 fr. and dinner 6 fr.

(*b*) The service from London to Marseilles, in connection with the P. & O. Co.'s new Egyptian Service (see above), leaving London every Thursday.

(*c*) Paris-Rome-Naples Express (see NAPLES and FLORENCE Routes, Vol. I.). This is a tri-weekly service, but the Naples extension runs only twice a week, viz. on Mondays and Thursdays from Paris. Naples is reached on Tuesdays and Fridays at 11.25 p.m. Passengers by the Orient Liners will find this a pleasant and convenient service, as it will allow nearly two days at Naples for sight-seeing, etc., before the steamer starts. Sleeping-car fare from Paris, £2 17*s.* 6*d.*

(*d*) Ostend-Trieste Express (*viâ* Calais or *viâ* Ostend), in connection with the Austrian Lloyd's Service to Alexandria (see above). This is a daily express, but the one to catch the Alexandria steamer leaves Charing Cross at 9 a.m. on Tuesday, and arrives at Trieste on Thursday at 7.10 a.m. Fares: London to Trieste, £12 14*s.* 5*d.* *viâ* Ostend, and £13 8*s.* 3*d.* *viâ* Calais. Inclusive fare to Cairo: £26 9*s.* 6*d.* *viâ* Calais; £25 16*s.* 9*d.* *viâ* Ostend. Luggage registered through to Trieste. Restaurant car.

This service is the best also for Abbazia (see "Austrian Winter Resorts" in the Appendix, Vol. I.).

(*e*) Alexandria and Cairo Sleeping Car express. A daily service leaving Alexandria at 10.45 p.m. and reaching Cairo at 6 next morning. Fare, £1 5*s.* 3*d.*

(*f*) Then there is a Restaurant Car attached to the express (1st and 2nd) leaving Alexandria at noon and arriving at Cairo 3.5 p.m. Second-class passengers are allowed in this car during lunch without paying the supplement for change of class.

(*g*) Port Said and Cairo express (dining car) leaves Port Said for Cairo direct (no change of carriage at Ismailia as formerly) by the new railway (1904) at 12.30 p.m. and 6.45 p.m., reaching Cairo at 5 p.m. and 11.15 p.m. respectively.

Helouan.—The railway station in Cairo for Helouan is at

Bab-el-Look, close to the Place Abdin (8 minutes' drive from the Opera House). The railway is not one of the Government lines, but the property of the Helouan Baths Company, and consequently the Zone system of fares adopted for places near Cairo is not in use. Trains run hourly from 10.10 a.m. to 10.10 p.m. Last train 12.20 a.m. On opera nights, usually Tuesdays and Thursdays, the last train leaves at 12.45 a.m. Return fare, first-class, 8 piastres = 1*s.* 7*d.* An omnibus from the Helouan hotels meets the trains. To avoid changing, etc., in Cairo, a special train can be arranged for from Alexandria or Ismailia; but this is, of course, expensive. Passengers descending the Nile by Cook's steamers will save much time and trouble by alighting at the Helouan landing-stage (three miles from the town). In this case it is better to wire beforehand to the Helouan hotel to reserve an omnibus, carriage, or trolley.

Luxor.—There are three ways of reaching Luxor from Cairo: (1) Cook's express steamers, (2) Rail, (3) Tourist steamers of Messrs. Cook, and (4) those of the Anglo-American Co. But these steamer services are meant for tourists only, and single fares are not often booked (see p. 348).

For further details see THE NILE VOYAGE.

(1) By Cook's express steamer from Cairo in five and a half days, leaving Friday and also (from December 5th to end of March) on Monday at 9 a.m., and arriving at Luxor 7.50 a.m. on Thursday or Sunday respectively. There is a restaurant on board. Meals 10 fr. a day. Fare (single) to Luxor, £11 10*s.* Most tourists, however, prefer the special tour of Messrs. Cook —viz., to Assouan and back (19 days) for £22, which includes board on steamers and a week's hotel accommodation at Luxor and Assouan (either three days at Luxor and four days at Assouan, or *vice versa*). For passengers going no farther than Luxor the fare is £18 10*s.* only, which includes three days hotel accommodation.

(2) By rail direct. The train leaves Cairo at 8 p.m., and is timed to arrive at Luxor the next day at 9.55 a.m., but is often late. Fare: first-class, £2 4*s.*; second-class, £1 2*s.* On Monday, Wednesday, and Saturday a sleeping-car is put on this train. Supplement 15*s.* 6*d.* There is also a daily (from

January to March) *train de luxe*, leaving Cairo 6.30 p.m. and reaching Luxor 8.45 the next morning. Fare, 75 fr. The corresponding *train de luxe* leaves Luxor 6.30 p.m., reaching Cairo at 8.55 a.m.

(3) Tourist steamers. Messrs. Cook's steamers leave Cairo for Luxor and Assouan every Tuesday (from the middle of November to the beginning of March) at 10 a.m., arriving at Luxor the following Monday evening. The voyage there and back occupies twenty days. Inclusive fare, £50 (*cabins de luxe*, £60).

For tourists with little time to spare Messrs. Cook offer a quicker and more economical trip by a combined rail and steamer service (see below). Leave Cairo by morning train on Tuesday and join the steamer (*Amasis* or *Tewfik*) at Assiout the same afternoon for Luxor and Assouan, and return the same way. Time, fourteen days. Fare, £35. At the beginning of the season passengers on two of these trips have the option of leaving Cairo by the steamer the previous Friday. Thus a three weeks' voyage on the Nile can be had on a first-class tourist steamer for £35.

(4) Then there is an alternative service by the new tourist steamers (especially built for Nile tourist traffic) of the Anglo-American Co., *Victoria*, *Mayflower*, and *Puritan*, sailing every Friday (from the beginning of December to the middle of March) at 10 a.m., and reaching Luxor on Thursday at 7 p.m. These steamers are a great improvement on those of the old Thewfikieh Company, and are thoroughly well-equipped and well-found boats, while the *Puritan* is one of the largest steamers on the Nile. The voyage to Assouan and back takes twenty days, and the fare is £40.

The Government permit for visiting the monuments (recently raised from £1 0s. 6*d*. to £1 4s. 7*d*.) is not included in the above charges.

At present the requirements of travellers intending to spend the season, or at least several weeks, at Luxor or Assouan, and of independent travellers, are not met by the luxurious tourist steamers. These are reserved exclusively for the clients of Messrs. Cook, who make the regular three or four weeks' return trip to the First or Second Cataracts.

But several weeks' stay at Luxor can be managed in connection with Cook's tourist or express steamers, by making arrangements at the Cairo office beforehand, passengers being allowed to return by a subsequent steamer *if berths are engaged* by the particular steamer chosen.

(5) By rail and river combined. Messrs. Cook arrange various tours to Luxor on this basis. The two given are perhaps the best :—(*a*) Cairo to Luxor by rail (15 hours), Luxor to Cairo by steamer, time, three days ; (*b*) Ditto out by steamer, time, five days, returning by rail in 15 hours (450 miles by rail, 450 miles by steamer). The fares (£11 15*s*. excursion (*a*) ; £13 5*s*. excursion (*b*)) include three days' hotel accommodation at Luxor.

Assouan (see also Luxor Routes).

(*a*) By rail. The narrow-gauge railway from Luxor to Assouan was opened for tourist traffic in November 1898. It is still the terminus, as the gap in the railway communication from Cairo to Khartoum between Assouan (Shellal) and Wady Halfa has not yet been bridged.

The through train for Assouan leaves Cairo at 8 p.m. (see above), and should reach Assouan at 5.17 p.m. next day, but is frequently late. Fares : £2 13*s*. single, £4 9*s*. 7*d*. return first-class. The second-class carriages are hardly suitable for Europeans. There is a restaurant car on this train from Luxor to Assouan.

(*b*) By steamer. Cook's express steamers arrive at Assouan on Tuesday and Saturday at 8 a.m. (7 days from Cairo), and the tourist steamers arrive every Saturday evening (11 days from Cairo). On Tuesday (noon) the Anglo-American Nile Co.'s steamer also arrives.

The Anglo-American Co. run a special express service between Luxor and Assouan, leaving Luxor on Monday morning and returning on Friday at noon. Fares: £10 return. By this service it is possible to visit Luxor and Assouan from Cairo, returning within seven days, for £17 10*s*.

Khartoum.—For Khartoum the service is by steamer from Shellal (Assouan) to Wady Halfa, and thence by Soudan Railway to Halfaya (opposite Khartoum). There are three steamer services :—(1) Government service, leaving Shellal on Monday and Thursday at 9 p.m., and arriving at Wady Halfa on

Wednesday and Saturday at 2 p.m. Fares: £5 2*s.* 7*d.* single, £9 4*s.* 8*d.* return, not including meals.

(2) Cook's tourist steamers, leaving Shellal Sunday and Wednesday at 10 a.m., and reaching Wady Halfa on Wednesday and Saturday in the afternoon. Fares: return £23 (£20 only by the Wednesday service).

(3) Anglo-American Company's steamer, leaving Shellal Wednesday 10 a.m., and arriving at Wady Halfa Saturday noon. Fare: return £20.

Single fares are not booked by these two services.

There is a train, with sleeping-car, twice a week from Wady Halfa to Khartoum, leaving on Wednesday and Saturday at 8 p.m., and reaching Halfaya (Khartoum) at 12.30 a.m. on the second day. Fare: £10 5*s.* single; £16 18*s.* 2*d.* return. Meals about 16*s.* a day extra.

Khartoum to Uganda.—The Soudan Government have discontinued the regular tourist service, but a special steamer leaves on the 15th of January and February, the voyage to Gondokoro and back occupying twenty-eight days. Fares (including meals): £41 0*s.* 6*d.* single and £66 13*s.* 4*d.* return. This is a tour which appeals rather to sportsmen, naturalists and leisured travellers in general than to the ordinary tourist. The two steamers *Abbas Pasha* (twenty passengers), and *Ankeh* (sixteen passengers), are utilised for this voyage.

Part IV.—Mediterranean Islands.

I. Sicily.—See also FLORENCE and NAPLES Routes.

1. Palermo.—The best and quickest route is by rail, *viâ* Paris, Turin, and Genoa, to Naples (see NAPLES Routes). Fares (*a*) *viâ* Calais, Paris, Turin, Genoa and Naples, and Navigazione Generale Italiana steamer, first-class, £12 11*s.* 9*d.*; second-class, £8 14*s.* 1*d.*; (*b*) *viâ* Dieppe instead of Calais, first-class, £11 9*s.* 1*d.*; second-class, £7 19*s.* 8*d.*; (*c*) *viâ* Calais, Paris, Turin, Pisa, Rome, Naples, and Reggio, £15 0*s.* 3*d.* and £10 9*s.* 11*d.* A steamer of the N. I. G. Line leaves Naples daily at 7.25 p.m. for Palermo, arriving at Palermo 6.40 next morning. Fare: 40 fr., which includes dinner on board. Passengers by the train leaving Victoria at 11 a.m. (or Charing

Cross 2.20 p.m., risking chance of catching 10.25 p.m. train from Paris) can travel from Calais to Rome without changing carriages, and will reach Palermo in a little under three days. The different routes to Naples have already been described.

Invalids and others who dislike a long crossing can go on to Reggio by train, and from there cross by the steamer which leaves every morning at 8.38 and reaches Messina at 9.26. The train from Naples in connection with this steamer leaves at 7.25 p.m. The fare from Naples to Reggio, first-class, is 64 l. 55 c., and for a berth in the sleeping car 19 fr. 60 c. extra. Though the time occupied in crossing is less than an hour, a good deal of time and money will be sacrificed to get the benefit of this short passage, as, besides the long journey to Reggio, there is a tedious six hours' railway journey through Sicily, and the traveller will not reach Palermo till the afternoon (3.27), some seven or eight hours later than the passengers who have braved the sea passage from Naples.

A sleeping car from Naples is attached to the train leaving Naples at 7.25 p.m. Fare, 14 fr. to Reggio.

Since 1894 a great improvement has been effected in the railway communication between Naples and Palermo, owing to the completion of the direct line from Naples to Reggio, which had been in progress for a dozen years or more. Till that year the only through route was the roundabout one *viâ* Metaponto (Brindisi-Naples line) and Catanzaro. And now that the direct line skirting the northern shore of Sicily from Messina to Palermo is also open for traffic, the long circuitous journey *viâ* Catania is no longer necessary. Palermo is now no more than three days and four hours by rail from London.

By the 7.25 p.m. from Naples there is a through carriage to Palermo, as the ferry from Reggio takes the carriage on board.

Train-de-Luxe Service.—The Paris-Rome-Palermo Express (see Florence) leaves Naples on Friday, 11.55 p.m., and reaches Palermo 7.10 next morning. Supplement Paris to Palermo, £4 3*s.* 5*d.* Through carriage Paris to Palermo.

From Genoa a steamer of the N. G. I. leaves Tuesday, 9 p.m., and arrives at Palermo, Saturday, 10.45 a.m., and Catania Tuesday, 5.15 a.m.

The Cie. Navigation Mixte have a weekly service from

Marseilles on Saturday, 7 p.m., leaving Tunis, Tuesday noon, and arriving at Palermo, Wednesday, 6 a.m.

Then the Adria SS. Co. have a service from Marseilles to Genoa, Palermo and Catania, leaving Marseilles, Sunday, 10 a.m., leaving Genoa, Monday, 6 p.m., arriving Palermo Wednesday, 3 p.m., leaving Thursday, 5 p.m., and arriving at Catania Saturday, 11 a.m.

There was formerly a service of the N. G. I. from Marseilles to Palermo, but this has been discontinued.

There were formerly plenty of facilities for reaching Palermo by sea from England, but both the Cunard and the General Steam Navigation Companies have discontinued their Mediterranean passenger services. At present the only available service is that of the Wilson Line from Hull, every three weeks (fare : £12 first-class).

Passenger steamers of the N. G. I. Company also sail at frequent intervals from Genoa, Leghorn, Brindisi, and Naples, to Messina, and other ports of Sicily, which may be useful for tourists, but need not concern through travellers. For particulars of these services see the handbook of this Company, to be obtained at the London office, 8, Leadenhall Street, E.C. It is a little difficult for intending passengers to pick out the right service from this handbook, as there are over forty Mediterranean services, and the arrangement is, besides, complicated and obscure.

2. Catania.—The quickest way of reaching Catania in fine weather, if time is no object, is *viâ* Naples by rail (see Palermo) to Messina. The one express in connection with the 7.25 p.m. train from Naples leaves Messina at 9.45 a.m, arrives at Taormina 10.50, Catania 11.58, and Syracuse 2.25 p.m.

From Genoa a steamer of the Puglia Line leaves on Saturday, 10 p.m., and arrives at Catania Thursday, 11 a.m., but this service is only "optional." Then, by means of the Adria steamers (see Palermo), Catania can be reached from Marseilles, Barcelona, Trieste, Malta, Genoa, Naples, and other ports, but there is no direct steamer to Sicily.

For the overland Malta service, by which Catania can be reached in about three days from London, see TAORMINA Routes.

3. **Taormina.**—Giardini, the station for Taormina, lies at the foot of the mountain, and a winding road of three miles leads to the town. There is a short cut for pedestrians, by which fully a mile and a half is saved. The quickest and most direct route is that taken by the Malta overland mails—viz., *viâ* Calais, Paris, Turin, Rome, Naples, Reggio, and Messina (see PALERMO). Through fares to Taormina: first-class, £14 16*s.* 10*d.*; second-class, £11 2*s.* 6*d.* The most beautiful spot in Sicily can now be easily reached in exactly three days from London, or several hours less by the 2.20 p.m. express from Charing Cross. It would cost considerably less to go from Naples to Messina by sea in one of the tri-weekly steamers of the N. G. I. line. The passage, however, is often a trying one, and takes fourteen to sixteen hours. First-class fare, 40 fr.

4. **Syracuse.**—Syracuse being on the overland mail route from London to Malta—the mail steamers leaving Syracuse for Malta daily at 4 p.m.—it is easily and expeditiously reached from England (see NAPLES Routes). Fares from London: first-class, £14 0*s.* 9*d.*; second-class, £9 16*s.* 9*d.* Syracuse is reached at 2.25 p.m. on the third day after leaving London. Syracuse can also be reached by sea from Naples, a steamer of the N. G. I. leaving that port on Saturday, 2 p.m., and arriving at Catania 12.45 a.m. Monday, Syracuse 6 p.m., and Malta, Tuesday, 8.15 a.m. Fares from Naples: first-class, 65 fr. 10 c.; second-class, 45 fr. 40 c.

From Palermo to Syracuse there is a weekly service (leaving Palermo Friday, 10 a.m., and arriving at Syracuse 8 p.m. Sunday) by the same company.

Ajaccio (Corsica).—Though communication between the mainland and Corsica is frequent enough, a steamer leaving for one port or other in Corsica almost daily from Marseilles; yet the boats—all small freight steamers—have very poor accommodation for passengers. The large steamers of the C. G. T. on the Marseilles-Bone Line used to be available, but this line has been discontinued, and instead there is only a fortnightly service between Bone (Algeria) and Ajaccio. There are now only two steamship companies running a service to Corsica from Marseilles, Nice, and Leghorn—viz., the Cie. Fraissinet and the N. G. I.

By the Fraissinet Line the departures are as follows:—(*a*) *From Marseilles.*—(1) *To Ajaccio.*—Leave Marseilles on Monday and Friday at 4 p.m., arriving the next morning at 9. Fare: first-class saloon, 38 fr. Time 18 to 20 hours. (2) *To Bastia.*—The steamer leaves Marseilles every Sunday and Thursday at 11 a.m., arriving next morning at 7. Fare: 32 fr. (3) *To Calvi and Ile Rousse.*—A steamer of the same company leaves Marseilles on Tuesday at 11 a.m., arriving on Wednesday, 2 a.m. Railway communication is now complete between these two ports and Ajaccio.

(*b*) *From Leghorn.*—The steamer leaves on Wednesday morning, arriving at Bastia at 6 p.m., and on Saturday at 10 p.m., arriving Sunday 4 a.m. Fare: 20 fr. first saloon.

(*c*) *From Nice.*—The steamer leaves at 6 p.m. Saturday, arriving at Ajaccio at 6 a.m. Sunday.

Those who prefer as short a sea voyage as possible are recommended to travel *viâ* Leghorn to Bastia, from which port the sea passage is six hours.

By the N. G. I. a steamer leaves Leghorn for Bastia on Thursday at 11 a.m., arriving at 5.40. Fare: 20 fr. first saloon. For the railway journey to Leghorn see FLORENCE Routes.

Corfu.—The communications with Corfu have improved of late years, and there are frequent services.

The quickest and most direct route is overland to Brindisi (see CAIRO), from which port there is a steamer service to Corfu three times a week, the N. G. I. steamer sailing every Sunday at 11.30 p.m. (arriving at Corfu 11.15 next morning), and Tuesday at 11.30 p.m. (arriving next morning at 11.45). Fare: first, 32 fr. 5 c. The Austrian Lloyd's Co.'s steamer sails on Thursday at 12.30 a.m., reaching Corfu at 1.30 p.m.

Trieste can also be made the port of departure, and this route is considerably cheaper. Fare, *viâ* Calais, Basle, and the St. Gothard tunnel: £9 11*s.* 3*d.* first-class, and £6 14*s.* 7*d.* second. Time: just under two days. The Austrian Lloyd's steamer leaves Trieste once a week for Corfu. The departure is on Tuesday at 11.30 a.m., reaching Corfu on Thursday at 1.30 p.m. There is besides a fortnightly

service by the Thessalian Line, which leaves Trieste on every other Thursday at 5 p.m., from Jan. 7th, and arrives at Corfu on Monday at 4 a.m. There is also another departure by the same line (Trieste to Constantinople), leaving Trieste every other Sunday from Sunday, Jan. 10th, at 4 p.m., and reaching Corfu on Wednesday, 3 p.m.

The Panhellenic S.S. Co. ceased calling at Corfu a few years ago, but have recently resumed this service. Now a steamer leaves Trieste on Fridays at 11 a.m., reaching Corfu at 4 p.m. on Sunday.

Then the New Hellenic Steam Navigation Co. runs a weekly line from Piræus on Monday at 6 p.m., reaching Corfu on Wednesday at 2 p.m.

Formerly Corfu could be reached direct from Liverpool by the Cunard Line, but the Mediterranean passenger service of that company has been taken off. It will be seen, then, that with five steamers between the island and the Continent every week, Corfu is fairly easy of access.

4. **Malta.**—There is a wide choice of routes, which may be classed as follows : (1) *Overland*, and (2) *Sea*.

(1) *Overland Routes.*—Those who prefer a land journey can shorten the voyage to Malta to eight hours by joining the mail steamer at Syracuse, where the Continental mails are put on board. For the journey from London to Syracuse see SYRACUSE Routes. A mail steamer of the Adria Ltd. leaves Syracuse every day (except Monday) at 4 p.m., reaching Malta at midnight. By this route (the quickest) Malta is just under four days from London. For the return to Syracuse the steamer leaves Malta every day (except Monday) at 2 a.m., reaching Syracuse at 11 a.m. From Naples there is a steamer of the N. G. I. once a week to Malta, leaving on Saturday at 2.30 p.m., and reaching Malta Tuesday, 7.15 a.m. Fares: 69 fr. first; 46 fr. second. Meals (breakfast 3 fr., dinner 5 fr.) are an extra on the Egypt and Malta lines. See "Routes" in NAPLES chapter. The Transatlantique Company's boats leave Marseilles every Monday at noon, reaching Malta, *viâ* Tunis, the following Thursday morning at 10. The fare is £6 16*s.* first, £4 12*s.* second. The accommodation is excellent, and much better than that

afforded by the rival line. The service of this company *viâ* Naples has been discontinued.

(2) *Sea Routes* (see also CAIRO Routes).—There is a good deal of competition among the different steamship lines running a Mediterranean service. The P. & O. service is, of course, far the best. As both the Intermediate steamers of the Calcutta and China Lines usually carry passengers and call at Malta, the service is practically a weekly one. The passage by their boats occupies about eight days. They leave the Royal Albert Docks every Saturday. The fare is £16 first-class (return ticket £24, available six months), and £10 second-class. The Cunard service is discontinued. The time occupied by the cheaper lines—Papayanni and Moss—is about ten or twelve days. The fare is £10 (Moss £12). These steamers call about every fifteen days. The steamers of the Prince and City Lines also call about once a fortnight. It will be seen, then, that Malta is readily accessible from England, and, which is perhaps of equal importance, the numerous homeward-bound steamers calling at the island afford plenty of opportunities for leaving it.

5. Balearic Islands.—The most direct route is *viâ* Barcelona, which is reached either *viâ* Toulouse or Lyons and Tarascon in $32\frac{3}{4}$ hours from London. Fares to Barcelona *viâ* Toulouse: first-class, £8 1*s.* 4*d.*; second-class, £5 12*s.* 4*d.*; *viâ* Lyons: first-class, £8 8*s.* 10*d.*; second-class, £6 0*s.* 10*d.*

The services to the different ports are a little complicated, but are very clearly announced in the following list taken from "Cook's Continental Time Tables":—

(1) By the Majorca S.S.C.

"TO THE ISLANDS.

From Marseilles to Palma, every Wednesday.

From Barcelona to Palma (average passage 12 to 13 hours), every Monday, Wednesday, Thursday, and Saturday, at 6 p.m.

From Barcelona to Palma and Iviza, every Saturday, at 6 p.m.

From Alicante to Iviza and Palma (average passage 20 hours), every Sunday, at 12 noon.

From Valencia to Iviza and Palma (average passage 21 hours), every Friday, at noon.

"From the Islands.

From Palma to Barcelona, every Monday, Tuesday, Thursday and Saturday, at 6 p.m.

From Palma to Marseilles, every Saturday, about 7 p.m.

From Palma to Iviza, every Sunday, at 9 a.m.

From Palma to Iviza and Valencia, every Wednesday, at noon.

From Palma to Iviza and Alicante, Friday noon.

From Iviza to Palma, Thursday, 7 a.m."

(2) Then by the Mahon Steamship Company the services are as follows :

(*a*) Leave Barcelona Sunday, 7 p.m., arrive Mahon, Monday, 9 a.m., Palma Wednesday, 5 a.m.

(*b*) Leave Barcelona Tuesday, 2 p.m., arrive Mahon Wednesday, 11 a.m.

6. Cyprus.—The direct route is by the P. & O. steamer from Brindisi, connecting at Port Said on Wednesday morning with a subsidised mail steamer of Bell's Asia Minor Company, which leaves Port Said on Wednesday at 8, and arrives at Larnaca the next morning at 8, proceeding on Friday to Limassol. Fare from Port Said, £3 first-class.

Then there is a fortnightly service of the Austrian Lloyd's leaving Alexandria every alternate Monday at 4 p.m. (Port Said Tuesday, 8 p.m.) from Monday, January 4th, arriving at Limassol at 7 a.m. and Larnaca 2 p.m. on Saturday.

A weekly steamer of the Khedivial S.S. Co. leaves Alexandria on Saturday at 4 p.m., and reaches Larnaca the following Friday at 10 a.m.

From England an occasional steamer of the Prince Line, sailing from Manchester and London, touches at Larnaca. Fare, £18.

Moss and Papayanni Company's steamers accept passengers at Liverpool for Larnaca, transhipping at Alexandria to the Bell mail steamer.

There are also other services by the Messageries Maritimes from Marseilles and the N. G. I. from Genoa, but these voyages take about a fortnight, as they call at so many ports *en route*.

PART I.

MOROCCO.

I.—TANGIER.

TANGIER, by virtue of its excellent climate, uniform temperature, and proximity to Europe, is by nature almost as well adapted for a health resort as Algeria or Egypt. Had it continued an English possession it is probable that it would have become one of the favourite extra-European winter resorts for English people. But the barbarous character of the Government, the general insecurity of the country, the chronically disturbed state of the interior, combined with the mutual jealousies of the rival powers represented at the foreign capital of Morocco, have effectually checked the development of Tangier as a winter station, and prevented its fulfilling its natural destiny as a sanatorium for Europe.

As to any danger to tourists and winter residents owing to the unsettled condition of the country, the following observations recently sent me by an old resident, who is particularly well qualified to give an opinion, are worth quoting:—"The political disturbances are a fact, and always will be under Mohammedan rule, but the danger to visitors is *nil*. Now a days we have more newspapers and correspondents, and every little tribal rising is magnified into an insurrection. No doubt the constant rumour of rebellions will injure our season, but there is really nothing in the state of the country to affect visitors to it, and Tangier itself is practically under European rule."

No city on the extensive sea-board of North Africa, with the exception perhaps of Tripoli, has retained its local colour and Oriental character with so slight an admixture

of a modern European element. It has often been observed that Tangier is more Eastern than the East, and it is certainly more Oriental in character than Algiers, Tunis, or even Cairo. Consequently Tangier is a favourite haunt of artists and travellers in search of the picturesque. For ordinary tourists, and even for the *quasi* invalid class of hibernators who mainly desire a winter free from snow, fogs, and rain, Tangier has many charms. Its climate is considered by many medical men as equal, if not superior, to that of Algeria or the Riviera; while compared to Algiers, Cairo, and other wintering places of North Africa, it is decidedly cheap. Hotels are plentiful and very moderate in their charges. It possesses many resources in the shape of sport and social gaieties. Finally, it can be reached at much less expense than Algeria or Egypt, and, since the completion of the railway from Bobadilla to Algeciras (opposite Gibraltar), there is practically an overland route from Paris to the "European capital" of Morocco. As a wintering place for real invalids there are, however, many serious objections to Tangier. I need only enumerate the appalling dirt of the foul alleys that serve as streets, absence of means of locomotion, the throngs of repulsive beggars and sturdy vagabonds, the lack of anything approaching to police supervision or any machinery of local government except that of the various consular representatives, to show that the indisputable climatical advantages of Tangier are outweighed in the opinion of invalids by these grave drawbacks. Then, again, invalids who are not equal to riding have no means of taking exercise, as there are no streets—as we understand the word—in the town. In fact, Blondin is said to have remarked that walking on a tight-rope was easier work. Another objection is that many of the comforts and luxuries of civilisation easily obtainable in the Riviera, or even at Algiers, cannot here be had. Communication with Gibraltar, where there are

excellent shops, is frequent, certainly ; but in bad weather the steamers do not cross, and this contingency must of course be considered. On one occasion, a few winters ago, the mail steamers were unable to cross for five consecutive days.

Still, though the Empire of Morocco is undoubtedly retrograding, Tangier itself is steadily, though slowly, progressing, and the latest manifestations of this progress are certain projects warmly supported by the English colony for a thorough system of drainage and a sound water supply. Considerable progress has been made in urban improvements within the last two or three years. The principal street has been paved, and in the neighbourhood of the town one or two tolerable roads have been laid. Then electric light has been introduced into the official buildings and some of the principal shops. A telephone service has been introduced and is largely used by the European residents.

Though, as the above observations indicate, Tangier as a health resort pure and simple is decidedly behind the age, it is gaining in favour with artists, sportsmen, and the more adventurous class of tourists, while the non-invalid visitor is attracted by the social gaieties of the small but lively English colony.

Routes.—See beginning of book.

Climate.—Tangier has what is sometimes called a marine climate. It is very equable, and slightly milder than that of Algiers, though it is not quite so dry or bracing. In climate Tangier is considered to resemble Capri more nearly than any other Mediterranean resort. The same peculiar softness of the atmosphere is felt here. This has a sedative influence without necessarily being relaxing. Tangier is, however, much warmer than the island station, and perhaps its climate more nearly

resembles that of Madeira than most of the Mediterranean watering-places. The temperature is remarkably uniform, the difference between the extremes of heat and cold during the season (November to April) being not more than 16°; and the difference between day and night temperature is very slight also. The average mean temperature for the winter months is 60°, and for the whole year, 67°. January is the coldest month, with a mean average of 54°. A series of careful observations taken by a former British Minister, Sir Drummond Hay, extending over many years, show that the temperature has never been lower than 39°. The rainfall is less than in Algeria, there being rarely more than thirty to thirty-five rainy days during the season. February and March are usually the rainiest months.

Tangier differs from most Mediterranean winter stations in being a fairly comfortable summer residence; consequently the season is longer than at Cairo, Algiers, or along the Riviera. The heat is much tempered by the Atlantic breezes, and is rarely oppressive. The hotel season is from November to May, but most hotels remain open all the year. Residents in villas generally arrive in October and remain till June.

Society.—There is a good deal of entertaining among the European colony, which is chiefly composed of the members of the diplomatic and consular body with their families. They are inclined, perhaps, to hold themselves rather aloof from ordinary visitors and tourists; so visitors would find it advisable to bring introductions. This is especially desirable as, whether deservedly or not, Tangier has earned the reputation of being a rather mixed, socially speaking, winter station. It is said by its detractors that, partly owing to the fact of Morocco being the only country bordering on the Mediterranean

with which the European Powers have no extradition treaty—their consuls possessing instead "extra-territorial jurisdiction"—it is apt to be resorted to by foreigners anxious to avoid their creditors. In short, compared to other Mediterranean winter resorts, Tangier is, to some extent, a kind of twentieth-century Alsatia, and might be compared in this respect to Boulogne or Florence in the beginning of the nineteenth century.

Amusements.—Visitors do not, of course, expect to find—and would probably be disgusted if they did—in Tangier the entertainments and amusements of an ordinary European watering-place—bands, theatres, promenades, cafés, etc. The chief charm of a winter residence at Tangier is, next to its delicious climate, the opportunity it gives of seeing Moorish manners and customs, and Oriental life in all its varied and most interesting aspects. Even the discomforts of Tangier as a residence—roughly-paved alleys for streets, no roads, no means of conveyance except mules and donkeys, no street lamps, and no drains—are readily forgiven by the artist and the lover of the picturesque, as showing that no attempt has been made to modernise the town. This paragraph, then, somewhat resembles the chapter of the conscientious historian of Iceland on the snakes of that island—"There are no snakes in Iceland." For though Tangier has enough to interest the visitor for a whole winter, it has certainly no amusements.

Sport.—Tangier makes pleasant winter quarters for sportsmen. Wild boar are plentiful, and during the winter boar-hunting parties are occasionally organised by the British Minister, at which all English visitors are made welcome. These boar-hunts are among the recognised institutions of Tangier society, and are attended by almost "everybody who is anybody," including a large

contingent from Gibraltar. The visitor who wishes to take part in one is advised to arrange about his mount some days in advance, or he will be left in the lurch. A hunter, or rather hack (for "hunter" is too dignified a term to apply to the rough and unschooled Tangier steeds), can be hired for about 10 fr. or 15 fr. a day. A saddle-horse could be hired by the month for about 4 fr. a day with its keep, or 3 fr. without. Camping out is necessary, and tents and provisions are provided at the principal hotels. See "Pig-sticking in Morocco" in *Nineteenth Century*, April 1892, by Lady Egerton.

In the immediate vicinity of Tangier game is now scarce, thanks partly to the officers quartered at Gibraltar, but mainly owing to the ravages of a number of unscrupulous "professional sportsmen" from Tangier, who have effectively thinned the country near Ceuta. However, there is good snipe and quail shooting, and partridges abound in the interior. Near Tetuan trout-fishing is to be had, and trout are also found in some streams in the Anghera Hills, near Tangier. This is of interest also to naturalists, as the only other habitat of the fish in North Africa is a stream near Collo, on the Algerian coast. Except near Tangier, there is no close season, and nothing is preserved except storks and monkeys, which are looked upon as sacred by the natives. Near Tangier, chiefly at the lakes of Sherf-el-Akab, twelve miles to the south, pig-sticking can be indulged in; but in the interior the boars are shot, as the country is too rough for spearing. Formerly Mr. E. P. Carleton, of Tangier, used to organise shooting expeditions, but he no longer does so.

Good sea-fishing is to be had off the Atlantic coast. Bass are caught in great numbers. A good deal of information about sport in Morocco, both with rod and gun, will be found in a book called "Moss from a Rolling

Stone," by C. A. Payton, "Sarcelle" of the *Field*, formerly British Consul at Mogador, and now British Consul at Calais. This work, however, deals more with the southern part of Morocco, where game is more plentiful.

The pack of foxhounds which was started a few years ago no longer exists.

Very good sport is to be obtained in the interior, and game is especially abundant in the district between Marakesh and Mogador, for which the latter place or Safi are the best ports. A good description of shooting here is given in an article in the *Field* (September 3rd, 1898), by Mr. W. H. C. Andrews.

Reliable accounts of sport in Morocco will be found in the *Field* of June 27th, 1896, and June 25th, 1898.

There is a close season for partridges and hares at Tangier, and they may not be shot in the neighbourhood of Tangier from February 1st to August 15th.

The following notes on Sport in Morocco are from the pen of Colonel Irby, a great authority on sport in the South of Spain and in Morocco :—

"As no accommodation can be obtained in the country, the traveller must always camp out. Arrangements for guides, tents, baggage animals, food, etc., can be made at any of the hotels at Tangier. Travelling is attended with more expense and less comfort than in Spain, from the total absence of inns, and the necessity therefore for much extra baggage, tents, cooking appliances, etc. At country villages, fowls, eggs, butter, milk, and kuskoó-soo, the national diet of Morocco, may be obtained, but nothing else. Still $8 a day ought to cover all expenses except for wine and liquors. In Morocco no large game is found within the reach of the European sportsman, excepting wild pigs, which are only to be obtained by the battue system of driving the jungle with beaters and dogs, sitting for hours waiting for the chance of a shot, a class of amusement dignified by the name of a 'boar-hunt'; sometimes, where the country is sufficiently open, the real sport of pig-sticking

can be had. For this sport parties are frequently organised by the British Minister to Morocco, who kindly extends a liberal invitation to visitors from Gibraltar to join in the sport, which is usually very successful, the Barbary horses being as sure-footed as goats over the rough country. No doubt farther in the interior there is other large game ; but with the exception of shooting an occasional gazelle and a few pigs, there is no opportunity of using the rifle. The small game shooting is very good : the abundance of Barbary partridges in some districts is extraordinary. It is a curious fact the Barbary partridge is the only species found on the Rock of Gibraltar, and is not found on the mainland of Spain, and in the same manner the common red-legged or French partridge, plentiful and resident in Andalusia, is never seen on the African side of the Straits. It cannot be explained why it is not found on the Rock of Gibraltar, as it is to be seen on the Queen of Spain's Chair, and occasionally on the plain below within a couple of miles of the Neutral Ground. The number of snipe in some seasons is very great, especially at Masharalhaddar, where, and also at Ras Dowra, Larache, Sharf el Akab, Martine, near Tetuan, and Esmir, near Ceuta, as good snipe and wild-fowl shooting as may be wished for can be obtained. But it is always uncertain sport, as one day swarms are met with and perhaps on the next day hardly any are to be found. The absence of roads and bridges renders the country in wet weather at times almost impassable, the tracks becoming a succession of mudholes and the rivers dangerous torrents. This, added to the unpleasant certainty of living under canvas during rainy weather, is a great drawback to winter shooting. Another insuperable objection to shooting in Morocco is that if any great quantity of game be bagged it has to be thrown away, as, unless within twenty miles or so of Tangier, it is useless. The Moors being Mahometans will not eat anything killed by a Christian or infidel ; and killing for the mere sake of slaughter does not come within the creed of a real sportsman. In Spain all this is very different, as any one and every one is only too glad to accept the surplus game. In almost all parts of Morocco rabbits abound ; and hares are in places plentiful. Woodcocks are sometimes tolerably abundant ; quails, of course, are in swarms during migration ;

and there are a great number of little bustard in the vicinity of Tangier in small flocks, but they are very wild."

It must be remembered that expenses have increased a good deal since these notes were written, and Colonel Irby's estimate of expenses is certainly too low.

Principal Attractions.—Tangier does not possess many lions, and after the indefatigable tourist has visited the Kasbah, the Soko (market), and glanced at the exteriors —entrance strictly forbidden to Christians—of the principal mosques, he will probably have done all the places mentioned in his guide-book, and may perhaps flatter himself that he has seen everything worth seeing. But in his hurried scamper through the town he has really missed the principal sight. The Moors themselves constitute the most interesting feature of Tangier, and in order to study them intelligently, and to get some definite idea of what Oriental life is, a whole winter—much less a few days—would hardly suffice.

Those wishing to explore the town thoroughly should not disdain the services of a good guide, who can be procured for about 3s. or 4s. a day at the principal hotels. He will of course get a commission—usually 20 per cent. —on all curiosities bought; but unless the visitor speaks Arabic he would probably have to pay more if buying independently.

The recognised sights can be briefly dismissed.

The Soko (market) is perhaps the chief lion of Tangier from the tourist's point of view. The best time to visit it is early on the mornings of Sunday or Thursday or on Wednesday afternoon. It is situated outside the walls on the plateau between the Bab-el-Sok (market-gate) and the Hotel Villa de France. Here you get an unequalled picture of Moorish life.

The Prison.—This visit, although a painful experience, should not be omitted. Visitors are not supposed to enter

the prison, but a franc to the chief warder will generally procure admittance. Nothing more brings home to the English tourist the startling anomaly of the existence of this barbarous despotism within a few hours of English territory than a visit to this Oriental prison. The cruelties practised on the prisoners are, it is true, more passive and negative than they are positive, as at the prisons of Fez, Mequinez, etc., but still the hardships are real. For instance, the authorities do not consider themselves bound to supply food to the inmates, who have to depend for a living on the charity of their friends, the European residents, or casual tourists.

N.B.—If the visitor is charitably disposed, it is better to distribute a few loaves (which can usually be bought near the gates) than to give the prisoners money, which is often taken from them by the gaolers.

The Palace of the Bashaw (Governor) is usually included in the tourists' programme, but most of the saloons are closed. Only ladies, of course, are permitted to visit the women's quarters (harem).

The mosques cannot be entered by Europeans.

Excursions.—Many interesting excursions can be made from Tangier, such as Cape Spartel (one day), Ceuta, Tetuan, and the coast towns of Laraiche and Rabat. A good saddle-horse can be hired for a dollar and a half a day, or less if taken for an excursion of several days or a week. A Moorish or Spanish groom can be obtained at a weekly wage of not more than twelve shillings, the servant providing his own board.

For distant excursions into the interior it is almost necessary to take a Moorish soldier as an escort. This escort is easily obtainable through the British Minister or Consul. The traveller will have to pay the soldier a small sum for his services, and in addition a small gratuity is expected at the end of the engagement. The soldier is

held responsible with his life by the Moorish authorities for the safety of his charge. The traveller should not neglect to satisfy himself through the consul at Tangier or Mogador that the country is safe for travelling, and should also remember that travelling in the interior during the month's fast of Rhamadan, or the few days succeeding it, is attended with a certain amount of risk. During any serious illness of the Sultan, too, the country is usually in an unsettled state.

It is advisable to take a few very simple patent medicines, with a view of ingratiating oneself with the natives, who are apt to look upon all Europeans as doctors, and who are in the habit of asking them for remedies for all sorts of ailments. Fever and ague are common complaints all over the country, especially near rivers, and quinine is always valuable; chlorodyne (Collis Browne's) is also extremely useful; and Elliman's Embrocation and "Davis' Pain Killer" are capital things to take a supply of, and often come in handy. It is a good plan to include in the outfit a small supply of permanganate of potash, which in the form of grains is very portable—in fact, half an ounce mixed with water will make enough to fill an ordinary medicine bottle with a fluid of the same strength as that usually sold under another name. A very useful medicine, much in favour with missionaries, is sulphate of zinc. It is extremely efficacious as a tonic, and also as a wash for the eyes, the natives, after fever, suffering much from eye complaints. As a tonic, the dose is $1\frac{3}{4}$ gr. sulphate of zinc, in the form of a pill—one to be taken three times a day; as a wash, 4 grs. sulphate of zinc, with an equal quantity of acetate of lead, in 6 oz. water. Travellers should invariably wear one of the woollen anti-cholera belts round the waist; it is a preventive against sudden chill, and may help to ward off an attack of dysentery. Jaeger clothing is also very useful in preventing chill.

It is certainly advisable to take a few lessons in Arabic before starting. The dialect spoken in Morocco does not materially differ from that used in Algeria. At any rate, there is not so great a difference between these two dialects as between the Arabic of Algeria and that spoken in Egypt, or Palestine.

The best practical dialogue book is the one by Ben Kassem Ben Sedira, in French and Arabic, which is published by Monsieur A. Jourdan, Algiers. The price is only 3 fr., and the book can easily be carried in the pocket. In the interior, a traveller will either have to camp out—tents and other necessaries for which can be obtained at Tangier—or depend on the hospitality of the kaids or sheikhs for lodging. The Arabic code of ethics which obtains in polite society is rather comprehensive, but the following hints and suggestions may perhaps be of use. The following "Don'ts" should be remembered in one's intercourse with the sheikhs: Don't under any circumstance point at a man with the finger, or exercise yourself about the care of your horse or servant, or ask unnecessary questions, or blow out a light—it should be extinguished by passing the hand rapidly over it—or ask after the host's family. Another thing to be avoided is staring at a Moor when going through his devotions. This is thought highly indecent by Mohammedans. Among the high-class Arabs an infringement of any of these rules is considered as a mark of ill-breeding. So much for the "sins of commission." It is, however, occasionally important to gain the co-operation or goodwill of the native chiefs, and a judicious use of the following phrases will go a long way towards earning their respect. When hospitality is offered, the usual formula of thanks is "*Marh'arba*; *ahlan ou sahlan.*" In asking for a light for a pipe, the traveller should be careful not to use the literal expression—"*djib lee ennar*" (give me a light), as the word *ennar* also signifies hell;

the proper phrase is "*djib lee afia*" (give me peace). When an inferior offers a present, the thanks should take the form of "*Allah iatik sahha*" (May God give you health). It is considered polite to say to a person who sneezes—which is thought lucky—"*Rah'emek Allah!*" (God bless you), on which the sneezer will probably return the compliment with "*Allah inedjeek*" (May God preserve you). In general it may be mentioned that a calm and impassive demeanour should invariably be preserved by the tourist.

Another point to remember is that sketching, photographing, etc., shocks the religious prejudices of the Arabs, and it should be done as much as possible unobserved. Should a traveller be rash and ill-advised enough to attempt to sketch a mosque, he must not be surprised if he meets with insults or even rough treatment from the fanatical natives. In Tangier he might simply meet with black looks, but in Fez, for instance, he would find it a very serious matter.

Distant Excursions.—The excursion to Tetuan is described elsewhere, but this is a comparatively commonplace journey, and requires no special preparation. But trips into the interior are on a totally different footing. The tourist who undertakes the long journey to Fez, Mequinez, or Marakesh (Morocco City) ranks almost as an explorer, or, at all events, a traveller rather than a mere tourist. For the journey to Fez a week each way should be allowed. Messrs. Cook now include tours to the interior of Morocco in their programme, but those who speak the Arabic of the country, and have lived some time in Tangier would probably find independent travel cheaper, especially as provisions in the towns and villages are ludicrously cheap. But even those who travel under Messrs. Cook's arrangements would do well to insist on sufficient camp equipment being provided,

for the control of the tours is necessarily left in local hands, and the conductor is sometimes apt to aim at the "irreducible minimum" in the matter of transport.

For the long journeys to Mequinez, Fez, and Marakesh, Messrs. Cook's itineraries are well planned. The most interesting of these camping tours are Nos. 7 and 8. The former tour, lasting thirty days, includes one day at Mequinez (spelt Mek'nes in some maps), two days at Fez, and two days at Tetuan. The stoppage at Tetuan seems unnecessarily long, as it is so easily reached from Tangier. Tour No. 8 is more exploration than touring. It lasts from sixty to seventy days, and is hardly suitable for ladies. The towns visited include Alcazar (sometimes spelt Al Kasr), the "holy city" of Wazan (the Western Mecca), Fez, Mequinez, Rabat, and Marakesh, returning *viâ* Mogador, Safi, and the western coast towns.

In case of one person travelling alone, dining and sleeping tent are combined, kitchen tent, baggage animals, riding mules, and full camp equipment, full board, etc. For two persons or more a full camp will be supplied with all comforts, including dining tent, also baggage mules and riding mules. About forty-five pounds of baggage allowed each person. English saddles for ladies or gentlemen provided, and horses if desired; both of these must be arranged for at the time of booking. Inclusive fare for Tour No. 8 (70 days) for four persons, £448.

The tours are under the control of Messrs. Cook's agent at Gibraltar.

Water is often very bad in the interior, so a stock of soda water or some other mineral water should be taken. It would be an improvement if Messrs. Cook printed a list of articles to show travellers what would be provided in the camp.

Ladies will find that mules are the most comfortable for *long* journeys, but they have the drawback that you must always go at the same pace and cannot refresh your-

self with a canter; but this is not so great a hardship, as you must not go far from your party, and your pace must be regulated by that of your baggage animals.

The usual payment for mule drivers, etc., is 1 peseta a day, and the same amount for food. Hire of mules costs 2½ pesetas a day. Daily cost of forage would be about 2 to 3 pesetas per animal.

Travellers should remember that, according to the regulation of the Moorish Government, they are "required to abstain from going into assemblies of Mohammedans engaged in the observance of their religious exercises."

A traveller visiting the imperial cities of Fez or Marakesh may perhaps wish to have an audience with the Sultan (Abdul Aziz). This privilege, however, entails considerable expense, as a handsome present is always expected, while the conventional present given in return is seldom of commensurate value, unless the traveller's credentials are quite exceptional.

Week's Trip in Morocco.—The most interesting excursions occupying the inside of a week, and by which tourists would see more of the interior and native life than most English visitors spending a whole winter at Tangier, would be the following:

First day.—Steamer, Gibraltar to Tangier.

Second day.—Tangier; visit prison, Kasbah, Cape Spartel.

Third day.—Ride (horse *not* mule) to Tetuan (10–12 hours).

Fourth day.—Tetuan; visit prison, mosques (exteriors only), Governor's house, bazaars. Excursion to port (Marteen).

Fifth day.—Ride Tetuan to Ceuta (28 miles). Tolerable road, made by Spaniards in their 1860 campaign. Passport asked for by Spanish authorities.

Sixth day.—Steamer from Ceuta to Algeciras or Gibraltar.

Total inclusive cost, including Moorish soldier and guide (latter necessary unless tourist speaks Arabic), would be about 115 or 120 pesetas.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—In describing the Tangier hotels it is particularly necessary to be up to date, as there have been frequent changes and fluctuations in the hotel trade of Tangier in the last few years. The Hotels Victoria, Central, and English, for instance, no longer exist.

The most fashionable and the most popular hotels are still the Continental, and the old-established Villa de France. The latter, though, is still preferred by most visitors making a long stay at Tangier, partly owing to its superior position. The Continental (Acc. 30; B. 2 fr.; L. 3 fr. 75 c.; D. 5 fr.; P. from 12 fr. 50 c.; R. from 6 fr. 25 c.; E. L.; C.) is a favourite resort of Americans. Its worst point is its situation, being built, like the Hotel Bristol, in a crowded part of the city, and having consequently somewhat malodorous surroundings. The society here is both more cosmopolitan and more lively than that of the Villa de France. English tastes are, however, consulted, and an English billiard table has been added to its attractions. Its *cuisine* and cellar have been very well spoken of. The terms for *pension* vary from 12 fr. to 14 fr. from January to April, while for the rest of the year reduced charges are made. Here, and at the Cecil, Cook's coupons are accepted.

The Villa de France had once a high reputation, and held undisputed sway in the estimation of tourists as the one Tangier hotel, its name having been familiar to every traveller in Morocco for half a century almost. Of late years it has gone through vicissitudes, but still holds its own as the favourite sojourn of invalids, artists, and literary people. Its position is healthy and open, on an elevated site just outside the Soko, and it possesses at its gates a wealth of Oriental colour in the artistic sense, owing to its proximity to the native market (Soko). It has a large garden, and the management has shown itself alive to modern requirements by laying down a tennis court. The terms are 10*s.* a day. A comparatively new hotel, the Cecil, is popular with English tourists, and its prices are very reasonable (*pension* from 6*s.*). It is situated on the beach about

¾ m. from the pier, and is much frequented for sea-bathing in the summer.

There are several hotels with very moderate charges, such as the Oriental and Bristol. The Bristol Hotel is in the centre of the town, and has an excellent *cuisine*. Terms from 8 fr. a day. It is the favourite house of commercial travellers.

The hotel-keepers here have an objectionable system of making out their bills in English or French money instead of in Spanish, so that visitors lose the benefit of the exchange.

There is a good private hotel which has been highly recommended—viz., Villa Valentina, kept by Mr. Hell, an Austrian. It has been considerably enlarged. *Pension* from 9*s*.

Villas and Apartments.—There are very few villas which can be rented for the season, and the demand far exceeds the supply. Apartments are scarce, though there are two or three private families (English) who are willing to take recommended visitors for £2 2*s*. or £2 10*s*. a week. For further information on this subject visitors should apply to Messrs. McLeod, Brash & Co., the English Stores, or to Messrs. Thomson & Cameron, Builders, Tangier.

The healthiest and most desirable quarter for villas is the district sometimes called Mount Washington, north-west of the town. The villas here have usually large gardens. The Marshan, an elevated plateau beyond the Soko, is also a quarter for villas, and the rents are less here. Permission to buy land for building is not very readily granted by the authorities to foreigners, and the advice of the Consul should be obtained as to the necessary steps to be taken to obtain this licence.

Church Services.—St. Andrew's, near the Hotel Villa de France. Hours of service 11 a.m. and 3.30 p.m. H. C. every Sunday. Chaplain, Rev. W. H. Bartholomew, M.A. The church is supported by the contributions of the congregation solely, and is open usually from about November to May. The building is unique of its kind, being in the Moorish style, though it remains unfinished for want of funds to complete it. Presbyterian Church near the Soko.

British Minister.—Sir Arthur Nicolson, K.C.B., C.M.G.

British Consul.—H. E. White, Esq.; Vice-Consul, E. A.

Smith, Esq. ; U.S. Consul-General, Hon. S. Gummeré ; Vice-Consul-General, Hoffman Philip, Esq.

English Doctors.—Dr. A. Little, Dr. W. Hodges, Dr. G. Wheeler.

Chemist.—M. Bouchard, certified first-class French Chemist ; Central Pharmacy (English dispenser).

English Stores.—Messrs. Macleod, Brash & Co.

Postal Arrangements.—There are British, French, German, and Spanish post offices. The British post office is near the Marina Gate. Hours, 9 till 4 (except Sundays). Gibraltar stamps surcharged used. A mail arrives every day and leaves every day for London (except Sundays), alternately *viâ* Cadiz or Gibraltar, and letters usually take five days in transit from London. Postage, $2\frac{1}{2}d.$ the $\frac{1}{2}$ oz. Parcels by parcel post leave England on Wednesdays by P. and O. boats. Under 3 lb., 1*s.* ; under 7 lb., 2*s.* ; under 11 lb., 3*s.* The land postal service to the towns on the coast, and in the interior, is frequent and regular, letters being carried by native couriers from all the post offices on fixed days. From Tangier to all the ports and to Mequinez, Fez, and Alcazar daily (except Sundays). There is a telegraph office at Tangier outside the town ; charge to England, 5*d.* a word. There is also a telephone office near the Market Gate.

Banks.—Mr. M. Pariente, Mr. E. Chappory, British ; Mr. Hæssner, German ; Mr. Nahon ; Messrs. Benasayag, Italian ; Comptoir d'Escompte, French.

Cafés.—Bristol Bar, under the Bristol Hotel ; Café des Postes ; "La Incognita" ; "Music Hall" (café, 1*s.*).

Restaurants.—Restaurant des Gourmets ; Casino International.

Conveyances.—The tariff for boats to and from steamer is 1*s.*, and luggage extra. There is now a proper landing-stage, as a pier has recently been built.

House Agent.—No regular house agent, but information concerning villas to let would be given at the English Stores, and from Messrs. Thomson & Cameron, builders and contractors, Tangier, Mr. E. Waller, Mr. E. Chappory, Mr. S. N. Frija.

Language.—Chiefly Arabic and Spanish, but French and English are understood at the hotels and principal shops. See

"Introduction to the Arabic of Morocco," by J. E. B. Meakin (Kegan Paul, 1891).

Living Expenses.—The cost of living at Tangier has greatly increased lately, and prices are rising every year. All groceries, provisions, etc., which are imported are proportionately dearer than in England. Some local products are still fairly cheap, but others are not so: *e.g.*, milk, 60 centimos per quart; eggs, 1·50 peseta per dozen; meat, 1·00 peseta per pound English; fowls, 1·75 peseta each. These prices are quoted in Spanish money. The sterling value of the peseta varies, but may be taken generally at 7*d.* approximately.

Money.—Moorish coins: Silver—dollars, half dollars, one-tenth dollars (50 centimos), and one-twentieth dollars (25 centimos) or "billions"; copper—1, 2, 5, 10 centimo pieces. All the foregoing are of European minting. There are also some copper coins of native minting of three sizes and values, viz., 1, 2, 4 "fils" respectively. There are 600 fils in one peseta.

Passports.—English visitors remaining at Tangier for more than a month are required to register themselves at the Consulate, for which a fee of 2*s.* 6*d.* is charged. Passports are absolutely necessary for visiting Ceuta, and for embarking on the French steamers for Algeria. Though otherwise not strictly necessary, it is better to be provided with one.

Newspapers.—*El-Moghreb El Aksa* ("The Far West," *i.e.* of the Oriental World), weekly. *The Times of Morocco* has been discontinued. There are also several French and Spanish papers.

Map.—The best map is a French one by R. de la Flotte Roquevaire, published by Barrere, 4, Rue du Bac, Paris. A new edition of this map is about to appear.

Shops.—*Curiosity Shops.*—Oriental Bazaar, Royal Moorish Bazaar, and Benzaquen's.

Saddle-horses.—Saccone, Bristol Hotel; Parral, Continental Hotel; Ben Mergui; Fernando Pinero; Pedro Hontorio.

Photographers.—Piallat (Kodak materials); Cavilla.

Watchmaker.—J. Ravella.

Guide Books, Books of Reference, etc.—There is no English guide book exclusively devoted to Tangier or Morocco, though

descriptions of the town are given in Joanne's "Espagne," Murray's "Spain," 1898, 20*s*., Murray's "Mediterranean Islands," 1890, 21*s*., Macmillan's "Western Mediterranean." 1901, 9*s*. (Macmillan). O'Shea's "Handbook to Spain," 1902, 7*s*. 6*d*. (Black), contains all the most recent information. It is admirably edited by Mr. John Lomas, a leading authority on Spain and Spanish travel. Baedeker's "Spain" gives much information in a small compass.

Books of travel dealing with Morocco are numerous. Those mentioned below will be found interesting, but the leading authority is Budgett Meakin's "Land of the Moors," 1900, 15*s*. (Sonnenschein), which is a veritable cyclopædia, full of the most accurate information at first hand. Indispensable for the traveller.

de Amicis, Edmondo. "Morocco, its People and Places."
Bonsal, Stephen. "Morocco as it is. W. H. Allen, 1892.
Colville, Capt. "Ride in Petticoat and Slippers."
Cowan and Johnston. "Moorish Lotos Leaves."
Dawson, A. J. "Bismallah." Macmillan, 1898. Deals with life in Tangier and semi-savage life in the Riff country.
—— "Morocco." Methuen, 1904. 5*s*.
—— "African Nights Entertainments," Heinemann, 1900. 6*s*.
Finch, H. T. "Spain and Morocco." Percival, 1892. 4*s*. 6*d*.
Graham, Cunninghame. "A Journey in Morocco." Heinemann, 1899. 9*s*.
Harris, W. B., F.R.G.S. "The Land of an African Sultan."
—— "Tafilet: Exploration in the Atlas Mountains."
Hay, Sir Drummond. "Morocco and the Moors." Murray. 2*s*.
Kerr, Dr. R. "Pioneering in Morocco." Allenson, 1894.
Leared, Dr. "Morocco and the Moors."
Loti, Pierre. "Au Maroc." C. Levy, 1890. 3 fr. 50 c.
Macnab, Frances. "A Ride in Morocco among Believers and Traders." Arnold, 1902. 15*s*.
de la Martinière, M. H. "Morocco."
Meakin, Budgett. "The Moorish Empire." Sonnenschein, 1899. 15*s*.
Montbard, G. "Among the Moors." Low, 1894.
Moulton, Louise C. "Lazy Tours." Methuen. 6*s*.
North African Mission. Lund, Humphries & Co., 1900. 2*s*. 6*d*.

Gives incidentally a good deal of valuable topographical information.

Savory, Miss Isabel. "In the Tail of the Peacock." Hutchinson, 1903.

Stutfield, H. E. M. "El Moghreb" (the Arabic name of Morocco).

Trotter, Capt. "Mission to the Court of Morocco in 1882."

Thomson, James. "Travels in Morocco." George Philip, 1889.

Thomas, Margaret. "A Scamper through Spain and Tangier."

Wake, R. "Sketches in Morocco." Field & Tuer, 1890.

Watson, R. S. "A Visit to Wazan." Macmillan. 10*s.* 6*d.*

Warner, C. Dudley. "A Roundabout Journey." 1895. 6*s.*

de Winton, Sir F. "Memoirs of Sir Drummond Hay." 16*s.*

Good description of Tangier in Miss Dora Jones' *brochure* "Round the Western Mediterranean" (Marshall, 1897. 3*d.*).

Several novels dealing with life and travel in Morocco have been written within recent years. Of these the best known are "The Scapegoat," by Hall Caine; "Under Sealed Orders," by Grant Allen; "Miranda of the Balcony," by A. E. W. Mason; "Joseph Khassan, Half Caste," by A. J. Dawson; and "Mohammed Ben Ani," by Ion Perdicaris.

II.—TETUAN.*

THE perennial disturbances in Morocco certainly seem to indicate that the solution of the much-talked-of "Morocco Question" cannot long be deferred. It is, of course, inevitable that the reforms of the comparatively enlightened young Sultan should excite the most determined opposition on the part of the official classes pecuniarily interested in maintaining the old abuses of administration. Hence the tribal dissensions and local risings, probably fostered by French intriguers from Algeria. Whatever the cause of the crisis, the more enlightened Moors are no doubt beginning to realise that this hotbed of Oriental barbarism cannot long be tolerated on the very doorstep of Europe. Indeed, the horrible cruelties practised in the interior by local *kaïds*, or governors, in the collection of taxes could only be equalled in China, the Congo State, or in the Soudan under the Khalifa's rule.

It is not only in the inland cities that we find this chronic reign of terror. Even in Tangier, the "European capital of Morocco," the oft-described horrors of his Shereefian Majesty's prison system are known to every casual globe-trotter who pays a flying visit to the land of the Moors. In fact, the Tangier guides and interpreters apparently regard these abominations as one of the legitimate sights for their patrons!

* The greater portion of this chapter is taken from an article, "Tetuan: a Potential Winter Resort," contributed to *Chambers's Journal*, March 1903.

Had Tangier remained an English possession—and everybody knows, or is supposed to know, that it was part of the dowry brought to Charles II. by his Portuguese bride, and afterwards renounced—there is no doubt it would now be a second Riviera, as it possesses one of the finest winter climates in the world; but the barbarous character of the Government, the general insecurity of the country, and the chronically disturbed state of the interior, combined with the jealousies of the Great Powers, have effectually checked its development.

Tetuan, which is of especial interest to English people at the present juncture, is perhaps the most picturesque city in Morocco. It is situated on the slopes of an outlying spur of the Riff Mountains, some forty miles south-east of Tangier, and about six miles from the Mediterranean—Marteen, its harbour, being the only Moorish port on the Mediterranean (for Ceuta is, of course, a Spanish possession)—and has a population of some twenty-five thousand, including several hundreds of Spaniards. Tetuan is said to be threatened at the present time by the turbulent Riff tribes, always ready to take advantage of disturbed conditions in the Sultan's dominions; but as it is, for a Moorish city, fairly well fortified, the situation does not seem so serious as if it were not walled.

The town has a chequered and romantic history, and its fortunes are more closely bound up with those of Spain than any other North African city. Perhaps this accounts for the fact that many modern maps boldly assign Tetuan to Spain, as if it were another *Presidio*, like its neighbour Ceuta, or Melilla on the Algerian frontier. Even the infallible *Whitaker* has erred in this regard, and makes Tetuan a Spanish possession! As a matter of fact, Tetuan was taken and occupied for a short time by the Spaniards in 1860, in the famous Moorish campaign of O'Donnell (created afterwards Duke of Tetuan); and it was restored

to the Moors in the following year. The Spaniards were inordinately proud of this barren conquest, and there is hardly a city in Andalusia which does not possess a street (Calle Tetuan) named after the Moorish stronghold. A considerable number of the inhabitants claim descent from the Moors expelled from Granada by the fanaticism of Ferdinand and Isabella. Indeed, it is said—and it is none the more worthy of credence because it is one of the stock legends of the guide books—that some of the descendants of these noble refugees still cherish the hope of returning some day to Andalusia; and because of this aspiration they carefully preserve the title-deeds and even the keys of their ancestors' homes in Granada.

The scenic charms of this African Alhambra are undeniable; in fact, it is one of the most picturesque cities in the world. The tourist from Tangier gets his first view of the city when some fifteen miles off. With its prominent walls and towering minarets and dazzling white houses lifted high on a mountain ridge, apparently overhung by precipitous mountains, it presents a magnificent spectacle, as it suddenly comes into view when the rider tops the last hill just before entering the Tetuan plain.

Considering that a ride to Tetuan is one of the stock excursions of visitors to Tangier, long a favourite winter resort with English people, it is curious how little is known about the place. Some years ago I remember seeing a sensational picture of the route to Tetuan in a well-known illustrated weekly, in which the artist had carefully placed telegraph-poles, and to give the requisite Oriental touch he had bestrewed the route with skeletons of camels! As to telegraphs, there are none in Morocco; and the track is far too stony and rough for camels; indeed, they are not often seen on this route except when the track crosses the Fez caravan-route. As for the so-called road, it is a track of the roughest description. In fact, there are no roads,

as Europeans understand the word, in the whole empire, with the exception of the remains of a military road from Ceuta to Tangier, built by the Spaniards in the 1860 expedition. The route from Tangier to Tetuan varies with the season, as is customary in uncivilised countries. The whole country between the two towns is gridironed by lines of wandering footpaths, some of them deeply worn by centuries of donkey, mule, and horse traffic.

For the excursion from Tangier to Tetuan three days at least should be allowed, and if ladies are of the party, four or five days. The trip has become more popular since visitors are no longer dependent on the haphazard and "homely" accommodation afforded at the house of the native consular agent (now replaced by a British Vice-Consul). There are now two tolerable inns, Victoria and Calpe, kept by Spaniards, charging about one and a half dollars a day. Tetuan is over forty miles from Tangier, and as the only accommodation—and that of the roughest—on the road is at the Fondak, about twenty-five miles from Tangier, ladies, at any rate, will be obliged to do the journey in one day. As the track is rough, it is a somewhat fatiguing excursion for those unaccustomed to riding long distances.

A start should be made not later than six o'clock in the morning, and a halt made at the Fondak during the hottest part of the day. Provisions should be taken, as no refreshments except coffee can be obtained at this caravanserai. A guide is necessary, but a soldier as guard may perhaps be dispensed with for this particular excursion, unless ladies are of the party. The chief objection to taking a soldier as escort—necessary of course for more distant excursions—is that the rate of travelling is so slow. A Moorish soldier, being paid by the day for this duty, will naturally not be hurried, and prefers to go the whole distance at a walk, varied occasionally by a slow, ambling

trot. The journey is sometimes made on mules, but this is very tedious, and takes twelve or fourteen hours at least. On horseback the ride can be easily done in eight or ten hours. If it is intended to spend the night at the Fondak, plenty of rugs should be taken, and the Fondak should be reached before nightfall, as the gates are closed an hour after sunset.

When ladies are of the party it is preferable in fine weather to camp out in the open outside the Fondak.

The scenes in the Tetuan market-place are far more Oriental in character than the market scenes in the Tangier *soko*. Indeed, the *soko* is almost commonplace in comparison, owing to its having been so much described with pen and pencil. Here the scene is far more fascinating and picturesque, and without the disfiguring element, from an artistic standpoint, of the European tourist. Very few knickerbockered tourists are to be seen, armed with the inevitable kodak. The pictures shift like the bits of glass in a kaleidoscope ; and it is at first difficult to pick out the salient features. There are groups of camels squatting in the dust, moving their ugly necks with a peculiar snake-like action, attended by villainous-looking Riffs in dirty embroidered robes. Donkeys loaded with vegetables or charcoal, water-sellers, and sweet-sellers push and elbow their way through the throngs of dignified-looking Moors, stalwart negroes, gaily dressed Jewesses, and swarms of half-naked children. On the fringe of the crowds sit imperturbable money-changers ; and hawkers of fruit and vegetables are squatting in front of their stock-in-trade piled up in heaps on mats spread on the ground, flanked, perhaps, on one side by a seller of charms and on the other by a dealer in *couscous* (very small balls of minced meat and flour, fried in oil). Then, just outside the main throng, in the centre of an admiring ring of idlers, will be seen a snake-charmer or a professional story-teller.

The men outnumber the women by ten to one at least; but occasionally the observant traveller will notice, among the few women to be seen, one wearing curious leggings of morocco leather. These are really survivals of the *fascia* of their Roman conquerors, which were formerly worn by the Moorish women of Granada, as is shown in a curious picture in Granada Cathedral representing the baptism of the Moslem women after the conquest of Granada.

The quaint booths and covered alleys which serve as the bazaar of Tetuan are far more picturesque than those of Tunis or Cairo. Here, too, it is possible to pick up curios which were not made in Birmingham or Paris! Some of the dealers have wares which have come direct from Mequinez, Marakesh, Fez, or even Timbuctoo. Here will be found barbarous embroideries and other curiosities. Tetuan is famous, also, as a manufactory of red and yellow slippers and saddlebags of the soft leather named after the country of its manufacture.

The ordinary tourist rarely has an opportunity of seeing one of the most interesting features of Tetuan—a genuine Moorish interior; for the "show-house" of the guide is hardly representative of one of the hidden palaces of the rich merchants of Tetuan. The studiously plain exterior gives no hint of the splendour within. You enter, by an insignificant door in what seems like a blank wall, a large open *patio* suggestive of the Alhambra, with fountains and fishponds; all round is an arcade with lavish tile ornamentation, and with galleries above opening into cool recessed apartments. For spaciousness, elegance, and sumptuousness there is nothing in Tangier to equal this typical specimen of a Tetuan house, whose glories, to the passer-by, are masked by a forbidding blank wall.

For those who consider Tangier too Europeanised, Tetuan should make a delightful wintering-place, with a

climate as sunny and mild as Tangier; and it will specially appeal to artists, being purely Oriental, with no admixture of a bastard European element. At the same time, excluding Tangier and Mogador, it is the only town in Morocco tolerably easy of access, while its surroundings are far more interesting. Then within the last few years it has possessed a very fair Spanish hotel, an English vice-consul is stationed there, and the services of the English doctor attached to the important North African Mission Station are available in an emergency. Therefore, as a potential winter resort, there is much to be said in favour of Tetuan.

Unlike Tangier, Tetuan makes a convenient centre for the tourist of sporting proclivities. There is very good snipe, quail, and duck shooting, in their respective seasons, within a few miles of the town, and partridges abound in the interior. Trout-fishing is to be had in the vicinity, and also a certain amount of sea-fishing at Port Marteen. But tourists, and especially sportsmen, would do well to remember that it is impossible to hire good horses or mules, or even guides or attendants, at the time of the annual visit of the legation to his Shereefian Majesty at Fez or Morocco City, which generally takes place in the spring, as all the best mounts are engaged for those attending the various missions.

PART II.

ALGERIA.

I.—ALGIERS.

ALGIERS has altered considerably from the time when G. A. Sala, E. A. Knox, Mrs. Broughton, and innumerable other travel writers waxed so enthusiastic over the wild charms of "The New Playground." Algeria was then regarded as one of those places which every traveller of literary pretensions was bound to describe at length, and the literature of Algerian travel forms quite a respectable library. Thirty years ago the adventurous tourist who visited the little-known colony considered himself to have some claims to be regarded as a traveller. It took about a week to reach the "African Paris," which then boasted of only one really high-class hotel, the famous Hôtel de la Regence, which ranked in point of reputation almost as high as Shepheard's, of Cairo. Now, thanks to the luxurious service of the General Transatlantic Company, with its magnificent fleet of ocean-liners, notably the *Eugène Pereire*, the "Greyhound of the Mediterranean," Algiers can be reached in less than three days from London; and, arrived there, the travellers will have an *embarras du choix* among over half a dozen hotels of the first rank, and will find in this "Paris over-sea" shops and stores which will hardly be equalled in the largest provincial cities of France.

The first view of Algiers from the sea is strikingly picturesque. Few towns on the Mediterranean can boast such a beautiful situation. The magnificent Boulevard de la République is the most prominent feature in the foreground. Towering over the modern town is the native quarter, rising picturesquely, tier above tier, to the Kasbah, the white houses standing out in strong relief against the wooded hills in the background, and glistening in the sun like a "diamond set in emeralds," to use the expressive Arab simile. All this forms a *coup d'œil* hardly surpassed along the whole length of the French or Italian Riviera.

The visitors may be divided into two classes—invalids and others who remain for the winter, and who are found for the most part in the hotels and Moorish villas of the Mustapha suburb; and tourists and travellers who come chiefly to see the country. Algiers would not, perhaps, recommend itself to that class of visitors who throng Cannes or Nice for the sake of the dissipations and gaieties of society, as it is not a particularly lively place.

Climate.—There is, unfortunately, considerable difference of opinion among medical men with regard to the character of the climate. Dr. Yeo considers that it is not so damp and relaxing as Madeira, though less stimulating than the French Riviera, and this is perhaps as near the truth as any generalisation can be. Dr. Theodore Williams, one of the best authorities on the climatology of the countries bordering on the Mediterranean, considers the climate "warm and stimulating, but differing from that of the north coast of the Mediterranean in many respects; the mean temperature being much higher, and the change from winter to spring being less marked." Dr. Bennett, in his well-known book, comparing Algiers with his ideal winter station, Mentone, considers it nearly as humid

and relaxing as Madeira. Dr. Jackson, who is generally regarded as the best authority, considers the climate "not relaxing, but dry and bracing." The last-named writer's view seems to be corroborated by the scarcity of mosquitoes, which do not thrive in a dry climate. Leaving this disputed question for the doctors to settle—for "who shall decide when doctors disagree?"—we will take refuge in the safe ground of statistics. Algiers is decidedly warmer than the Riviera, though several degrees colder than Egypt, and not quite so mild as Tangier, Malta, or Madeira. Its mean average temperature from November to April is 57° Fahr., and ranges from 54° in January to about 65° towards the end of April. The great charm of Algiers, from the doctor's point of view, is the evenness of the temperature. It varies very little during the day, and there is not that sudden chill at sunset which is so much dreaded in the Riviera winter stations. There is, of course, a fall of temperature at sunset, but it is comparatively slight. With regard to the rainfall, visitors may expect from forty to fifty rainy days during the six months of the season; in fact, all the rain of the year falls during this period.

The following records of the Algiers Meteorological Office for the months of October, November and December, 1891, are fairly typical of the weather experienced at Algiers during the first part of the season.

The month of October had twenty-two days with a clear blue sky, sunny and calm; nine days showery; mean temperature night and day, 72°. The month of November had twenty-one days with a clear blue sky, sunny and calm; nine days showery; mean temperature night and day, 60°. The month of December had twenty-six days with clear blue sky; five days showery; mean temperature night and day, 59°.

The sanitary conditions are fairly satisfactory.

The city is built upon a considerable slope, favourable to draining off the water. The subsoil is rocky, and impervious to water. Consequently there is no danger of the pollution of the springs.

For some years past the Municipality has been engaged on important sanitary works; in the upper part of the city reservoirs have been created for the purpose of flushing the sewers.

The old part of the city has been ventilated by the construction of wide streets, and all the sanitary arrangements necessary to ensure the Municipal public decrees.

The principal streets have been paved with wood instead of macadam, whereby the mud and dust formerly justly complained of have been got rid of. All the waste lands surrounding the city have been planted with eucalyptus, which produces a most salutary effect.

Algiers is recommended for most forms of pulmonary consumption, for affections of the heart, and for Bright's disease. The suitability of Algiers as a winter residence for cases of phthisis is proved by the fact (as Dr. Francis points out in his well-known work on "Change of Climate in Disease") that the disease is rare among the Algerines, though it is frequent among the negroes and Arabs who have come to Algiers from a hotter climate. According to statistics collected and published by Messieurs Gruyon and Bonafoud, the proportion of deaths resulting from pulmonary consumption among the European population of Algeria during a period of six years was 1 in 40, while the proportion of deaths caused by the same disease in London and Paris was about 1 in 5.

Dr. W. Thomson, who has practised for a great many winters at Algiers, has kindly sent me the following remarks on the climatic conditions and the types of cases which may be expected to benefit from a residence at Algiers :—

"The climate of the residential part of Algiers and its suburbs is somewhat difficult to define: it might be divided into three zones according to the elevation, each one differing from the other. The lowest, that in the town of Algiers, right over the sea, shares the advantages and disadvantages which that involves. The second or middle one, that of Mustapha Supérieur, where nearly all the English hotels are, is of a more bracing character; whilst that of the third zone, viz., the quarter of El Biar, etc., is much more that of a mountain air; unfortunately there are no hotels in the latter region. In general the climate of Algiers is, like that of many other places, beneficial in the primary stage of consumption. It is more especially so in those cases, whether arising from a tuberculous, gouty, or other cause, in which there is a dry, hacking cough with an irritable state of the laryngeal and bronchial mucous membrane. Cases with copious expectoration of the bronchorreal type do not do so well, though I have seen excellent results in such cases even of long standing where the bronchial dilatation was considerable, and the same has occurred in many cases where the cavity was of undoubtedly tubercular origin. Next to these come the various forms of Bright's disease, in which the mild, equable character of the climate is especially beneficial. Asthmatics for the most part do very well in Algiers, as also do nearly all cases with cardiac disorders, whether functional or organic; and I find that both in such cases, and also in those where there is an irritable excitability of the nervous system, the sedative character of the climate of Mustapha is productive of quiet sleep which has not been obtainable at other stations on the Mediterranean."

Society.—There is a large English colony at Mustapha, who are, on the whole, sociably disposed to their compatriots, and a good deal of entertaining goes on in the

way of tennis-parties, picnics, dances, etc. The English Club, which was started in 1888, has for some reason not proved a success, and it has been closed. A Golf Club, however, still exists, with small practice links (6 holes), but it is indifferently supported. Considering the remarkable popularity of golf on the Riviera, especially at Cannes and Nice, it is curious that the Algiers Club has proved a failure.

Amusements.—In the way of amusements Algiers is a little behindhand, and those who expect the social dissipations and whirl of gaiety of Nice, Cannes, or Pau, will be disappointed. There is no casino as yet, though one has been long talked of. The French residents are always complaining that there are few "distractions," which means, in their case, that there is no daily promenade, and that their women-folk have no excuse for changing their toilette some half a dozen times in the course of the day. There is, however, a very good theatre subsidised by the State, a military band twice a week in the Place du Gouvernement, and occasional concerts. Close to the theatre there is a large music hall, dignified with the name of Casino. There have been many attempts to establish a real Casino in the town, but they have come to nothing.

Then, in addition to these mild amusements, balls are occasionally given in the Théâtre National, which makes a capital ball-room, by the various French clubs and societies of the town. They are virtually public, and the tickets usually cost 5 fr. One of these balls is worth attending, if only for the opportunity it gives of seeing French colonial society under one of its most amusing aspects. The Carnival festivities include battles of flowers, torchlight processions (in which the garrison troops take part), masked balls, etc. An Algiers carnival

presents distinctive features which make it almost *sui generis*. A carnival at Nice differs but little from one at Rome or Florence; but here the opportunities of display and show which it affords appeal strongly to the imagination of the natives, who come down in their thousands from all parts. In the torchlight processions, the quaint dancing and music of the Arabs and negroes, with their tom-toms in full blast, add a picturesque element to the spectacle.

During the carnival season Algiers is remarkably gay and lively, and the official balls of the Governor-General, the Admiral, and the Commander-in-Chief of the Algerian troops, take place usually about this time. Visitors should make a point of attending the Governor's ball ; its Oriental magnificence is well known. The picturesque element is supplied by the principal Arab sheiks and kaids arrayed in their gorgeous robes. As a matter of policy they are always asked, and for political reasons also they generally accept, though they do not appear to enjoy themselves much, their religion not allowing them to dance. Balls are also given by the Governor or the municipal authorities in honour of the arrival of any foreign squadron in the port.

Among other amusements may be mentioned a race-meeting in the spring, and an occasional review of the troops by the Governor-General. These reviews are specially interesting, owing to the presence of the Spahis, or native cavalry, who go through manœuvres of which a faint notion might have been gathered from the Arab performances at Olympia in 1887. There is also an annual regatta, which is rather amusing. The bathing is very good and safe, as there are not many currents in the bay; the best bathing-place is the one below the Artillery Barracks, but it is not open till May. Swimmers must beware of the *poulps*, or cuttle-fish, which are

occasionally to be met with among the rocks. Fortunately, the breed is small, and not so dangerous as the kind sometimes encountered in the Channel Islands.

There is good boating and sailing. The sailing-boats are broad in the beam, carry a good deal of sail (felucca rig), and are good sea-boats. The charge is 2 fr. an hour, or 15 fr. for the day. The boatman (always an Arab) will ask 20 fr.; but I have known them take 10 fr.; the boats can also be hired by the week or month. It must be remembered that the coast is extremely rocky and dangerous, and there are very few harbours or places where landing is practicable in bad weather. Cases have been known in which a party intending to land at Cape Matifou, to visit the Roman remains there, has been driven round the point, and compelled to run before the wind and make for shelter to the nearest harbour (Dellys), 50 miles east of Algiers. In the spring of 1887 three English yachtsmen were drowned while sailing in one of these boats in unsettled and squally weather. There is seldom any danger if the owner of the boat is with the party, as, if there is the slightest possibility of risk, he will put back.

Sport.—With regard to sport, there is good sea-fishing. No shooting worth having is to be had near Algiers, as nearly all the game has been poached by the natives. Snipe are occasionally met with near Maison Carrée, about seven miles from the town, but not in sufficient quantity to recompense the sportsman for the trouble entailed in getting a *permis de chasse* or shooting license, which, after endless formalities, can be obtained at the Prefecture for 28 fr. In the interior it is a different matter, and big game in the shape of wild boars, jackals and panthers, is still to be found. I will, however, go more fully into the subject in my notice of Hammam

R'Irha. A sort of *chasse* on co-operative principles has indeed recently been started by the Direction des Chasses de Courbet, a "sporting *rendezvous* for large and small game," but this enterprise is not likely to commend itself to English sportsmen. The Society issues yearly subscription cards of 100 fr., of which 50 fr. is paid down and the balance at the end of six months. This gives the right of shooting over the estate of the Company for twelve months. Day tickets can also be obtained at 11 fr. each, which include food, carriage, bedroom for the night, lunch, supper, and right of shooting, the visitor-sportsman being met at the railway station and taken to his quarry!

Shopping in the Bazaars.—Those who are fond of bargaining, and wish to collect (with an eye to cheapness) Arab curios and specimens of Moorish and Kabyle art, pottery, hardware, etc., should avoid the expensive shops in the Boulevard de la République and the Rue Bab-a-Zoun, where, as a rule, "English prices" are asked, and where the things offered can be bought as easily and more cheaply in Paris or London. It is by far the best plan to go to one of the native shops which abound in the Rue de la Lyre and the streets branching off from it to the Kasbah.

Even now, in gallicised Algiers, affairs in the native quarter seem to be conducted after the stately fashion of the "Arabian Nights," when the purchase of a brass tray or an embroidered saddle-cloth was a solemn treaty, and the bargain for a lamp a diplomatic event, not to be lightly undertaken or hurriedly concluded. The usually unpleasant process of chaffering is here considered as an indispensable preliminary by the high contracting parties.

There are certain curiosities to be found at most of

these shops which practised bargainers take care to avoid, such as Moorish jewellery, plaques, trays, haïks (made at Nimes), burnouses (manufactured at Manchester), rugs, curtains, ostriches' eggs mounted in silver, Damascene tables, Arabic daggers and muskets, etc., which can be bought cheaper any day in Regent Street or the Avenue de l'Opéra. A little search will, however, reveal quaint objects that seldom find their way into the London market, either because they are too cheap, or because they are too bulky, and at the same time too fragile, to be worth the risk of transporting for commercial purposes. Yet often it is the coarse and rough workmanship, redeeming them from the commonplace, which makes these wares so interesting. Who can look without smiling at the quaint and grotesque Kabyle pottery—the ludicrous figures there portrayed looking like an embodied practical joke played on the inoffensive clay by the waggish designer? For a few francs the traveller can fill his room with these curious triumphs of African art.

Objects of Interest.—There are several mosques, but the only ones of interest are the Grand Mosque (*Djama Kebir*) and the one just above the Jardin Marengo. Attached to the Grand Mosque (called by the French Mosquée de la Pêcherie) is a beautiful courtyard, surrounded with arcaded galleries, supported by marble columns elaborately carved. Here is a fountain (familiar to most English visitors by photographs), which is, however, usually obscured from the eyes of curious Franks by a crowd of the faithful performing their ablutions—a necessary preliminary to Mussulman worship. The mosque just above the Jardin Marengo is most picturesquely situated. This is consecrated to the Saint Sidi Abd-er-Rahman, and contains his tomb. It is also the burial-place of several famous Deys and Pachas. It is a

celebrated place of pilgrimage. Next to the Grand Mosque it is the oldest in Algeria, and for interest and richness of decoration ranks second to the famous Mosque of Sidi Bou Medin at Tlemçen. Its exquisite horse-shoe arches of pure white marble are unsurpassed in the Moslem world for their quaintness, oddity, and originality. Open to visitors on Sundays, Mondays, and Tuesdays, from 8 a.m. till noon. In visiting the mosques the shoes must, of course, be removed. The Jardin Marengo is the prettiest public garden in Algiers, and the views from it are very fine. At the lower end will be noticed a column erected in honour of Napoleon I. A list of his most famous victories is inscribed on three sides of the column, and on the fourth—the *southern* side—is this significant inscription: "*Il a rêvé cette conquête.*"

The new Mosque, erroneously called the Grand Mosque* by many visitors, is in the Place du Gouvernement. It is called by the French the *Mosquée de la Pêcherie.*

The cathedral has lately been restored, and the Oriental character of the building—formerly a mosque—has been carefully preserved. The interior contains little of interest, except a sarcophagus containing the actual block of concrete with the remains of the martyr Geronimo (see below).

The following places, being all close together, can easily be visited in one morning: The Public Library, in the Rue de l'Etat Major, the Archbishop's Palace, and the Winter Palace of the Governor.

The Public Library and Museum was formerly the Palace of Mustapha Pasha, and is especially attractive to the artist and archæologist, as being the best specimen of Moorish domestic architecture in Algiers. The contents

* This is the official term of the beautiful Mosque in the Rue de la Marine, which is erroneously described in the previous page as the *Mosquée de la Pêcherie.*

are, however, unworthy of the metropolis of a country which is a veritable museum of Roman antiquities and ruins, and the collections are scanty. The chief object of interest to the ordinary tourist is the plaster cast of the body of Geronimo, the Arab martyr, who was put to death as a Christian renegade in 1569 by being buried alive in a block of concrete used in the building of a fort. The story Sir Lambert Playfair tells of the finding of the remains is curious, and will be found in all the local guide-books. The Museum is open from 1 to 6 (except on Thursday and Sunday).

The Archbishop's Palace is another picturesque Moorish palace. The patio, with its exquisitely chiselled ogival arches, flanked by white marble columns which support the double tiers of the galleries, is very fine.

The Governor-General's Palace is of later date, and the interior is more richly decorated. A good specimen of modern *Mauresque* architecture. The Summer Palace at Mustapha Supérieur should also be visited on account of the beautiful gardens, with their wealth of tropical plants. To view either of these palaces apply by letter to the Governor's aide-de-camp; but the gardens can be seen without this formality.

The Citadel and Palace of the Deys called the Kasbah, now converted into barracks and military offices, is, next to the Mosques, the chief lion of Algiers. Though a portion of the walls has been recently destroyed to make room for the road to El Biar, the principal portions of the Palace proper have been carefully preserved. The large central court is paved with white marble, surrounded by arched galleries. On one side is the throne room. Here is preserved the chain on which were exposed the heads of Christian slaves. On the right-hand side is the famous pavilion, the scene of the historic fan episode—the momentous blow given by the last Dey (Hussein) in 1827

to the French consul, which ultimately cost him his throne (see local guides *passim*). The Kasbah can be visited daily up to 4 p m.; a soldier acting as guide. Gratuity, 1 franc.

The conscientious tourist having thoroughly done all these sights, can devote himself to the Kasbah, or Arab quarter, which is, after all, the most interesting feature of Algiers. A visitor of artistic tastes will not be satisfied with merely sauntering through once or twice. At every corner one comes across interesting and picturesque "bits."

The Arab quarter is quite distinct from the rest of Algiers, the French, fortunately for artists and lovers of the picturesque, having tacked on a new Algiers to the old city, instead of attempting to modernise the Algiers of the Deys. It is certainly the chief curiosity of Algiers. Cross the Rue de la Lyre (which forms the line of demarcation between the ancient and the modern city), and you step back a thousand years. In no Eastern town is the transition so abrupt, and at few Eastern cities can one see Oriental life in such perfection, for even Damascus has its tramcars, Jerusalem its railway station, while through the native quarters of Cairo an electric tram has been laid down. But here in this picturesque and romantic Moorish eyrie there is nothing but the gas-lamps (for which at night the most æsthetic tourist will be grateful) to break the spell cast over the sightseer by the Arabian Nights atmosphere.

A whole morning or afternoon should be devoted to exploring the Kasbah (as the Moorish town as well as the citadel is called) even by the most hurried tourist. Advisable to dispense with a guide and wander about with no fixed plan or itinerary. There is no fear of losing the way. Climb these streets of stairs, and you reach the Kasbah and the open country: descend them, and you reach, sooner or later, the modern city.

Excursions.—The walks and drives in the neighbourhood of Algiers are very beautiful, and there is great variety in the scenery. In a single afternoon's drive you will get views of the coast hardly to be equalled for variety of outline or beauty of colour in North Devon or Cornwall. You will occasionally come across a charming country lane which, but for the aloes and prickly pears, might be met with in Kent or Surrey. In the far distance the snow-topped peaks of the Atlas Mountains, glistening in the sun, recall the beauties of the Engadine.

Mustapha Supérieur, El Biar and Kouba.—Visit the Governor-General's Palace and some of the show-villas (Château d'Hydra the best) on the way. At El Biar magnificent views of the Mitidja and the mountains of Kabylia. At Birkhadem (six miles from Algiers), very fine Moorish fountain, in the form of a kouba, with exquisite marble columns. A mile or so farther is Kouba. Visit the seminary. In the *Place* is a vigorously executed bronze statue of General Margueritte (a native of Kouba), who fell at Sedan. It is best to return by the lower road, visiting the Jardin d'Essai (Botanical Gardens). The groves and avenues of palms here are magnificent. Here will be seen, too, specimens of the india-rubber plant—at home a small shrub treasured in hot-houses, but here in the form of giant trees with trunks three or four yards in circumference. Notice close to the principal entrance the beautiful Moorish fountain in white marble, immortalised by the Spanish painter, Fortuny. Next we reach the Moorish Cemetery, which contains the kouba of a famous saint (Sidi Abd er-Rahman). On the hillside, above the cemetery, in the grounds of the Villa Sabatéry (tip to gardener), is the *Grotte de Cervantes* (who was a slave at Algiers for three years). The road from the Jardin d'Essai to Algiers lies through uninteresting suburbs. Tram from Algiers, every 15 minutes, in 45 minutes (40 c.).

Notre Dame d'Afrique, Bouzarea and Frais Vallon.—An interesting afternoon's walk. The road goes through St. Eugène, where the principal cemetery and the Military Hospital can be visited. Tram (35 c.) in one hour to foot of hill on which the church stands. Notre Dame d'Afrique is of basilica form, and stands on a commanding position on a spur of Mt. Bouzarea. Its chief curiosities are a solid silver statue of the Archangel Michael in one of the side chapels, and the statue of a black Virgin over the altar. From here an easy climb to the top of the hill, where a native village can be visited. The return can be by the beautiful Gorges of the Frais Vallon (good road), or by El Biar (omnibus 75 c.).

Monastery of La Trappe.—10½ miles. Omnibus (1 fr.) from Place Mahon (2½ hours). Carriage and pair 20 fr., but bargain that Guyotville (curious dolmens and some prehistoric remains) be included in the drive on the return journey. Visit Cap Caxine Lighthouse on the way. The monastery, which forms an asylum for 120 Trappist monks, is open to male visitors from 10.30 to 3. Plain lunch is provided gratis. The abbey (for the monastery was raised to this rank in 1846) forms a square of some 160 feet. The chief curiosities are the chapel, cemetery, refectory, orangery, and the desk on which Hussein Dey signed his abdication and the cession of Algiers to the French.

Blidah and Gorge de la Chiffa.—This excursion can be managed in one day, starting from Algiers by first train, but a private carriage (12 frs. return) will have to be hired at Blidah for the Gorge. The chief features of interest at Blidah are the famous orange groves and the Government Stud Farm. Rail, Algiers to Blidah (1 hr. 20 min.), 5 fr. 70 c. first, and 4 fr. 30 c. second class. The trip from Algiers to the Gorge de la Chiffa (omitting Blidah) can now be done comfortably in one day, as the new railway

(completed in 1895) from Blidah to Medeah has a station (Sidi Madani) two miles from the Ruisseau des Singes, the usual halting place for the Gorge. Inn here expensive. The Gorge extends for ten miles, and the scenery is wild and romantic, the pass being bounded by a range of mountains some 5000 ft. high; but it lacks the grandeur and sublimity of Alpine passes. The chief curiosity is the wild monkey (tailless, like those of Gibraltar), still to be seen occasionally (early in the morning) in the gardens of the Inn.

Medeah.—Interesting mountain town and military post, some sixty miles south of Algiers, strikingly situated at an altitude of 3000 feet. Very fine scenery and magnificent views. New railway from Blidah enables visitors to return to Algiers the same day. The excursion can, however, be combined with that to Blidah and the Gorge de la Chiffa, if two days are allowed. Give the first day to Blidah and the Gorge, sleeping at the Ruisseau des Singes Inn (or at Hôtel d'Orient, Medeah), going on to Medeah by next morning's train, and returning to Algiers (four hours) by the evening train. If the tourist is a pedestrian, it is a grand walk through the Chiffa Pass to Medeah (about twelve miles from the Ruisseau des Singes).

Tombeau de la Chrétienne.—This colossal mausoleum of the Mauritanian sovereigns—Juba II. and his wife (daughter of Cleopatra)—which is so conspicuous a landmark from Algiers, is one of the most interesting ancient monuments in North Africa. The erroneous and misleading name by which it is known, for it is a purely pagan monument, tends rather to obscure its great antiquity. The monument is a huge truncated cone about 100 feet high, with a circular base about 600 feet in circumference. There is a magnificent view from the summit. The entrance to the mausoleum was discovered by Mr. McCarthy in 1865, but the tombs of the Mauritanian

kings had already been rifled, probably during the first century.

The excursion can be managed in one day by taking the first train to El-Affroun (12 fr. 15 c. first, and 9 fr. 25 c. second return); tramway to Marengo in one hour (2 fr. 70 c. first, and 1 fr. 75 c. second return); from Marengo to the Tombeau, nine miles (carriage 10 to 12 fr.). N.B. —The key of the mausoleum is kept by the Garde Champêtre at Montebello, a village passed *en route*.

By sea, excursions can be made to Cap Matafou (twelve miles), where there are Roman remains, and Point Pescade (only in very fine weather), where there are a lighthouse and signal station. Cherchell (fifty miles west of Algiers) can be easily reached by diligence (tramway in course of construction). This excursion will be of special interest to archæologists and antiquarians. Roman remains are more plentifully scattered about this district than in any other part of Algeria. "It is surprising how firm a hold Roman civilisation took upon all these rugged upland valleys. Roman amphitheatres, baths, and temples of extreme magnificence strew the North African littoral. Nowhere in the world outside Italy are Roman ruins and remains so plentiful as in Algeria and Tunis" (Grant Allen, *Contemporary Review*, April 1888).

The admirable railway system of Algeria enables long excursions to be taken comfortably. The French Government have been actively engaged of late years in extending the system, chiefly towards Tunis and towards the desert. The railway connection between Algiers and that city was completed in 1887. Of more interest to tourists, perhaps, is the building of a new railway through the heart of La Grande Kabylia, the "Switzerland of Algeria" as it is sometimes called. This line, which has been constructed mainly for strategic purposes, has up to the present reached as far as Tizi-Ouzou, and is intended to reach

Bougie. Tourists about to visit Kabylia will now, to a great extent, be independent of the tedious diligence. Fort National (3,100 feet), the centre for excursions, is seventeen miles from Tizi-Ouzou station (4½ hours from Algiers), and a diligence meets the morning train. The trip (there and back) can be done in two days, but a week should be allotted for this interesting expedition. A suggested itinerary is given, which covers the most interesting portion of La Grande Kabylia:

First day.—Algiers to Fort National, 77 miles.

Second day.—Fort National and Aïn Mokrane.

Third day.—Excursion to Mekla, with Djemma Saharidj.

Fourth day.—Excursion to Ait Atelli.

Fifth day.—Excursion to Michelet, *viâ* the villages of the Beni Yenni, 19 miles by track.

Sixth day.—Michelet to Akbou, *viâ* the Col de Chellata, 20 miles by track.

Seventh day.—Akbou to Algiers, 121 miles by rail.

Cost for three persons (first class rail) and one guide, with hiring of mules and their accompanying drivers, 500 to 600 frs.

The maps numbered 24, 25, 26 in the Ministry of War maps (see below) cover the ground of this tour.

Other interesting excursions are:

Tipasa (2 days). Now reached by rail to El-Affroun, steam tram to Marengo, omnibus to Tipasa (8 miles). Magnificent ruins. It can also be reached from Cherchell (weekly steamers from Algiers) by diligence (13 miles).

"*The Chabet Pass.* This is the grandest pass in the whole of North Africa. It is nearly 5 miles long, walled in by precipices several thousand feet high. First day: Rail from Algiers to Setif. Diligence to Kerrata (34 miles), the entrance to the pass (fairly good hotel). Second day should be spent exploring the pass. Third day: Diligence to Bougie (36 miles), thence rail to Algiers. This tour com-

prises the finest mountain scenery in Algeria."—*Practical Hints for Travellers in the Near East* (Marlborough).

The excursion to La Trappe (p. 399) can now be made by steam tram from Algiers at 6 a.m. and 1 p.m. Fare 2 fr. 55 c. return.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—The hotels of Algiers fall naturally into three classes, locality as well as price forming a convenient basis of classification: first, those situated on the mountain slopes of Mustapha Supérieur, the English quarter; well elevated, healthy, with large gardens in the midst of charming rural surroundings, and, with the exception of the Hôtels Continental and Oriental, some two or three miles from the city. They are, in the main, residential hotels much frequented by English and American sojourners for the season, but not much patronised by the passing tourist—in fact, the hotel proprietors can hardly be said to go out of their way to bid for the passing traveller's custom. The charges of these hotels do not vary much, 12 fr. to 15 fr. a day being the average *pension* terms.

Speaking generally, these are good and high-class establishments, though without any pretensions to compete in point of size, wealth of adornment, and luxuriance of fittings and appointments with the palatial establishments which are to be found at Cannes, Nice, Monte Carlo, or Cairo, for instance. The *clientèle* being mainly English, the tastes and prejudices of our compatriots are scrupulously consulted. Taking them in topographical order, and beginning with those nearest Algiers, we must first deal with the well-known and old-established Continental, with its magnificent grounds, which is about a quarter of an hour from Algiers by electric tramway (terminus opposite the hotel garden). This establishment is the largest and one of the oldest of the hotels in the English quarter. Acc. 80; B. 2 fr.; L. 3 fr. 50 c.; D. 5 fr.; A. 1 fr.; Lts. 50 c.; R. 5 to 20 fr.; P. from 12 fr. 50 c.; Lift; E. L.; C. The adjoining hotel, Hôtel Oriental, is no longer connected with the Continental. At both of these hotels and at the Hôtel St. George a larger

proportion of Americans among the guests will be generally found than at the other hotels of Mustapha Supérieur. Higher up the hill is the old-established Hôtel Kirsch, commanding a still finer view. This hotel is within convenient distance of the English Club. It is perhaps more of a high-class family hotel or *hôtel-pension* than the other Mustapha hotels. Acc. 80; B. 1 fr. 50 c.; L. 3 fr. 50 c.; D. 5 fr.; A. 1 fr.; Lts. 1 fr.; R. from 5 fr.; P. from 13 fr.; E. L.; C. Still higher are the new hotels, St. George and Mustapha Palace (formerly Splendide) (Acc. 100; B. 1 fr. 50 c.; L. 3 fr.; D. 4 fr. 50 c.; A. 1 fr.; Lts. 75 c.; R. from 4 fr. 50 c.; P. from 14 fr.; E. L.; C.), amidst very salubrious surroundings—the former "an English hotel transformed into a Moorish palace, and the latter a Moorish palace converted into an English hotel." The proprietor of the Hôtel St. George is very enterprising, and has made his hotel very popular with English visitors. He publishes an admirable little *brochure* of his hotel (gratis to hotel guests), which also serves as a useful guide to Algiers. At these two houses the *pension* terms are from 12 fr. a day. Hôtel St. George: Acc. 130; B. 1 fr. 50 c.; L. 3 fr. 50 c.; D. 5 fr.; R. 5 to 10 fr.; P. 13 to 20 fr.; C. A small hotel called the Grand is the most recent addition to the Mustapha hotels. It is under English management, and, perhaps in consequence, a large proportion of the visitors are English. Large garden.

The leading hotels in the Mustapha quarter send omnibuses to meet trains and steamboats, with capable interpreters. They have English billiard tables and lawn-tennis courts, and considerable attention has been paid to the sanitary arrangements. All except the Mustapha Palace are closed during the summer. Structurally the Mustapha hotels possess a distinctive character—a blend of Arabesque architecture and decorations with some of the latest developments of modern luxury as regards furniture and appointments. The inartistic incongruity of this mixture is forgiven even by the visitor of artistic proclivities on account of the resultant comfort. He can feast his eyes on the well-combined interiors which suggest the ornate Oriental splendour of the Alhambra or the Alcazar, and yet avail himself of the latest refinements of civilisation in the form of electric lights, telephones, etc.

Before quitting our survey of the Mustapha hotels, mention must be made of the Pension Villa Olivage, picturesquely situated on the most elevated portion of Mustapha Supérieur. Though so elevated, it is well sheltered and is a favourite sojourn for invalids. The terms are somewhat high compared to similar establishments in the South of France, the charge for *pension* being 12 fr. Another high-class Mustapha *pension* is the Villa des Hirondelles, near the tramway terminus. It is a favourite resort of Americans, while our compatriots seem, as a rule, to prefer the Villa Olivage. The Beau Séjour is another *pension* which is popular with English travellers, but this is more of the private hotel type.

In another category must be placed the leading Algiers hotels as distinct from those at Mustapha Supérieur, the old-established Hôtel de la Régence, in the Place de Gouvernement, Hôtel de l'Oasis (Acc. 120 ; B. 1 fr. 50 c. ; L. 3 fr. ; D. 4 fr. ; R. 4 to 12 fr. ; P. from 10 fr. ; Lift ; E. L. ; C.), Hôtel Royal, and the Hôtel de l'Europe, on the Boulevard de la République, and the Hôtel des Etrangers (cuisine well spoken of). The prices, compared with those of similar establishments on the opposite shores of the Mediterranean, are rather high, 10 or 12 fr. a day being the average charge. The hotels d'Europe and Royal do not provide meals.

In the third class are comprised the more moderate-priced hotels, much frequented by *commis voyageurs* and economical tourists. The best of those which are visited by English travellers are the Hôtels de Paris and de Genève. The *pension* charges at these establishments are from 8 fr. upwards.

There are not many of the class of *caravanserai* known as "hotel pension" in Algiers, but the few there are may, as far as regards prices, be conveniently placed in this category. The Anglo-Suisse is near the Continental Hotel, with a daily charge of 8 fr. or 10 fr., while the Pension Victoria, formerly at Mustapha Inférieur, has been transferred to Mustapha Supérieur near the Colonne Voirol.

Considering Algiers has such a high repute as an invalid station, it is strange that so few of these moderate-priced establishments, which abound at Mentone, Nice, and other health resorts of the Riviera, are to be found. It is perhaps

partly due to the fact that the less well-to-do class of invalid visitors, who throng the above-mentioned watering-places, are deterred from visiting Algeria owing to the unduly high charges made by the Transatlantic Steamship Company for the voyage from Marseilles to Algiers—viz., 120 fr. first-class.

Villas and Apartments. Plentiful. They are nearly all built in the Moorish style; in fact, many of them are simply the country houses of the rich Moors, which have been, since the conquest, restored and adapted to suit European ideas and tastes. In fine weather they are delightful residences, but in the rainy season their deficiencies are only too apparent. The price of a furnished villa in Mustapha Supérieur for the season—*i.e.*, from the beginning of November to the end of May—would not probably be less than £250. Linen and plate are included in the rent, and the owner pays all taxes and keeps the garden in order. It could be rented for the whole year for about £50 more. The rents for villas are very much less in the suburb of St. Eugène, but a residence in this quarter has several drawbacks: to reach it, the unhealthy and dirty quarter inhabited by the Spanish colony has to be traversed. In addition to this, the villas themselves are not so well situated, and are mainly occupied by the rich Jew merchants; consequently, English residents would have to seek congenial society at Mustapha Supérieur, four or five miles off.

Men-servants are more easily obtained than maid-servants. A good cook (male) can be procured for a monthly wage of from 120 fr. to 150 fr., and a groom or coachman (often an Arab) for about 100 fr., but they board themselves. English families are recommended to bring their own maid-servants.

Furnished apartments are numerous. They are generally let by the month, and the usual rent for one room is 35 fr. or 40 fr., and for bed and sitting rooms, 65 fr. to 75 fr. For bachelors, this would certainly be the cheapest way of spending a winter in Algiers. At most of these *maisons meublées* meals would have to be taken out of the house. The usual plan is to arrange at an hotel or restaurant for *déjeûner* and dinner by the month. The charge for this pension is from 120 fr. to 175 fr. a month. There used to be a uniform charge of 120 fr. at the principal hotels and restaurants, but prices have risen, and 150 fr. is the

usual charge. Two friends could, however, by arrangement, breakfast and dine at the same table for 120 fr. each. If a visitor pines for variety, he can take *déjeûner* at one hotel and dinner at another for about the same price. A small family, or married couple, would find it more agreeable, and at the same time more economical, to bring a servant and hire an *appartement* of four or five rooms in the town for from 160 fr. to 200 fr. a month.

Churches.—The English Church (Holy Trinity) is just outside the town, on the Mustapha Road. Services 10.30 and 3. Open from November to Trinity Sunday; chaplain, Rev. A. Carey. Half the sittings are free, and the rest are rented at £1 each for the season. In connection with the church is a good lending library, subscription 5 fr. a month or 10 fr. for the season. This library has lately been removed to the English Club, Mustapha Supérieur. Open for exchange of books 2 to 5 p.m., Monday, Wednesday, and Friday. Other week-days 10 to noon. The Scotch Church is at Mustapha Supérieur, near the Hôtel Oriental; morning service 10.30. Rev. B. R. Mein, M.A.

Consuls.—H.B.M. Consul-General, Hay Newton, Esq. Vice-Consul, F. Drummond Hay, Esq., Boulevard Carnot. U.S. Consul, D. S. Kidder, Esq., Rue d'Isly. Vice-Consul, L. L. Legembre, Esq. Visitors intending to remain in Algiers for the whole season are recommended to pay their respects to His Majesty's representative, especially if they wish to be present at any of the official balls or receptions given by the Governor-General.

Governor-General of Algeria.—Monsieur Jonnart.

English Doctors.—Dr. W. Thomson, Campagne Belvedere, Mustapha Supérieur; Dr. Alfred Gubb, Mustapha Supérieur. During the summer Dr. Thomson practises at Spa.

English Chemist.—J. Obrecht, 28, Rue Bab-a-Zoun.

English Stores.—Macpherson, 10, Rue d'Isly.

Postal Arrangements.—A mail arrives here and leaves for the Continent nearly every day, either *viâ* Algiers and Marseilles direct, or *viâ* Bone or Oran (for days of departure see "Routes"), and is distributed the next morning. The postal rates from England are the same as to France. Between Algeria and

France the postage is 15 c. The principal post and telegraph office is in the Bd. Carnot. Branch office, Palais Consulaire. Parcel post rates: under 3 lb. 1*s.* 9*d.*, between 3 lb. and 7 lb. 2*s.* 2*d.*, between 7 lb. and 11 lb. (limit) 2*s.* 7*d.*

The principal telegraph office is open day and night. Telegraph rates per word are: to any part of Algeria or Tunis, 5 c. (minimum cost, 50 c.); France, 5 c. (minimum cost, 1 fr.); and England 25 c. The rate for telegrams between France and Algeria has been reduced from a penny to a halfpenny a word for private telegrams, and to a farthing for Press messages. This is the cheapest telegraphing in Europe, considering that messages to Algeria have to go over 500 miles of submarine cable, and that from Calais or Brest to Biskra the distance is the same as from London to St. Petersburg. It is not generally known that a telegram can be sent to England at the same rate as to France, *plus* 1 fr., if sent by wire to Calais, and thence to its destination by post: from England to Algeria this regulation is not in force. All telegrams should be written in French.

Banks.—Banque de l'Algérie (open 8 to 10 and 12 to 3); Crédit Lyonnais; Messrs. Thomas Cook & Son.

Baths.—The best are Bains du Palais, 6, Rue Arago.

Restaurants.—Café Bordeaux, Hôtel de l'Oasis, Taverne Grüber on the Bd. de la République. To the two former an English visitor could take the ladies of his family to dine if he wished, but the latter is not recommended for ladies.

Cafés.—Grüber, Bordeaux, Glacier, Apollon, etc.

Commissionaires (porters).—25 c. for each article up to 25 kilog. (Gladstone bags, small portmanteaux, etc.) in Algiers. Over 25 k., 1 fr. Three tariffs according to zone.

Conveyances, etc.—Passengers landing in boats from steamers pay 30 c. a head, with 20 c. extra for each article of heavy luggage. Innumerable trams and omnibuses to all parts of the town and suburbs; fares from 10 c. to 50 c. There is an electric tram every quarter of an hour to Mustapha Supérieur (30 c.), and one running every five minutes as far as the Station Sanitaire (half way); the fare is 10 c. For the trams and omnibuses to other suburbs of Algiers, see "The Practical Guide to Algiers" (very full details). Cab fares: *la course* (to or from any part of the town within the walls), 1 fr.;

other parts, 1 fr. 50 c. ; and to Mustapha Supérieur, 3 fr. (for this journey 3 fr. 50 c. is, however, usually paid). After 11 p.m. fares are raised one-half. By the hour, the tariff, within the walls, 2 fr. ; other parts, 2 fr. 50 c. Drives in the country range from 3 fr. to Jardin d'Essai, to 7 fr. to Bouzareah. The charge for a carriage and pair for the day is 20 fr. ; half a day (six hours) 11 fr. The best livery stables are those kept by M. Moise, Plateau Saulière ; G. Mame (English), Rue d'Isly ; and Vitoz, Mustapha Supérieur. The usual charge for a carriage and pair, with coachman, for the month is 600 fr. For a saddle-horse the charge is 200 fr. a month.

Tourist Agencies.—Messrs. Thos. Cook & Son, 6, Bd. de la République ; International Sleeping Car Agency, 3, Rue Lemercier.

House Agent.—Mr. Macpherson, Rue d'Isly.

Language. — French and an Arabic dialect (a mixture of Arabic and "lingua Franca") ; in Algiers, however, nearly all the Arabs understand French.

Money.—The notes of the Bank of Algeria are subject to a considerable discount outside of Algeria and Tunis.

English Newspapers.—*The Algerian Advertiser*, 10 c., published on Saturday ; and *The Atlas*, 10 c., published on Thursdays. Both give a list of visitors.

Shops :—

Bicycles and motor-cars.—Guérin, Rue de la Liberté.

Booksellers.—Gavault St. Lager, Rue d'Isly ; Jourdain, Place du Gouvernement.

Boot-maker.—Sauvage, Place du Gouvernement.

Confectioner.—A. Fille, Rue Bab-a-Zoun, where afternoon tea can be had.

Curios and Oriental Ware.—Ben Marabet, 6, Rue de la Lyre, Ben Said, Bd. de la République ; Ali Ben Mohammed, Rue de la Lyre ; Ibrahim Ben Ali, 8, Bd. de la République ; Mme. Benaben, Rue Bruce.

Gunsmith.—Gérin, Rue Garibaldi.

Hair-dresser.—Squillante, Place du Gouvernement.

Hat Manufacturer.—L. Schweitzer, 24, Rue Bab-a-Zoun.

Hosier. —Maison Pertius, Rue Dumont d'Urville.

Photographers.—Famin, Leroux, Journo, and Geiser. All

in the Rue Bab-a-Zoun. Jaccard, 25, Rue d'Isly (Kodak goods).

English Tailor.—S. Alligon, Bd. de la République.

Tobacconists.—Bertomeu, 2, Rue Bab-a-Zoun; Tinehant, 4, Bd. de la République; Melia, Place du Gouvernement.

Watchmakers and Jewellers.—Cachot; Flocon; both in the Rue Bab-a-Zoun.

Map.—The Dépôt de la Guerre, at Paris, have issued a new map of Algeria. It is the most complete and the most elaborate ever yet made of any French colony. The scale is 1½ in. to the mile, and it consists of 273 sheets, at 1 fr. each.

Guide Books, Books of Reference, etc.—Joanne's "Algérie et Tunisie" (new edition, 1903), 12 fr., up to date and very practical. Excellent and cheap French pocket guides to Algiers and Tunis are also published, price 1 fr. Murray's "Handbook for Algeria and Tunis," 12*s.* (1895). A very useful handbook, "The Practical Guide to Algiers," is published annually by Cook & Son, price 5*s.* This guide gives a large amount of information, and is far superior to the ordinary run of local guide books. Mr. J. C. Hyam, the editor of *The Algerian Advertiser*, has also an illustrated guide to Algiers, price 5 fr., which contains a great deal of practical information. There are also two or three local handbooks in French, published in Algiers, but the only one which is of any use is the "Guide d'Alger," 3 fr., published by Jourdain, Place du Gouvernement. For information about trains, steamship-lines, diligence-services, etc., the "Guide-Poche Algérien," 60 c., published annually by L. Chappuis, should be consulted. Also the "Livret Chaix de l'Algérie," price 50 c., Hachette. At all booksellers' and railway bookstalls.

Below is a list of some recently published books of Algerian travel, including a few standard works:

Beaulieu. "Algérie." Paris, 1897.

Bridgman, F. A. "Winters in Algeria." Harper, 1890.

Buckley, E. "Mountain Life in Algeria."

Desprez. "L'Hiver à Alger."

Evans, Mrs. "Algeria as it is."

Flower, C. E. "Algerian Hints to Tourists." 1889. 2*s.* Stanford.

Hyam, J. C. "The Illustrated Guide to Algeria." 10 fr. 1898. A kind of guide *de luxe*.
Knox, A. A. "The New Playground." 1881.
Nugent, E. G. "A Land of Mosques and Marabouts."
Séguin, Miss. "Walks round Algiers." 6*s*. Chatto.
Vignon, L. "La France en Algérie." 1893.
Wahl, M. "Alger." 1899.
Wilkins, Anthony. "Among the Berbers of Algeria." 70 illustrations. 16*s*. Unwin, 1900.
Workman, F. B. "Algerian Memories: A Bicycle Tour over the Atlas Mountains." 6*s*. 1896. Unwin.

Fiction.—In W. E. Norris' novel, "Billy Bellew," a lifelike description of English society at Algiers is given. The two novels by Grant Allen, "The Tents of Shem" and "Dumaresq's Daughter," also contain a great deal of Algerian local colour. "Zoraida," by W. Le Queux, is worth reading for its realistic pictures of Algerian life. For an amusing sketch of Algerian travel, A. Daudet's classical romance, "Tartarin de Tarascon," should be read.

A long and very instructive article on "Algiers of To-day" appeared in the *Field*, April 11th, 1896.

II.—HAMMAM R'IRHA.

THIS salubrious Algerian health resort is situated on a well-sheltered plateau of the Lesser Atlas Mountains, at an elevation of about two thousand feet above the sea level. It is sixty miles south-west of Algiers, and fifteen from the coast. It is within an hour's drive from the nearest railway station, Bou-Medfa, which is three and a half hours from Algiers and nine and a half from Oran.

The Hammam R'Irha waters are considered beneficial for cases of gout and rheumatism. A residence here in the spring and early summer months is also recommended to Algiers visitors who find the latter place too relaxing at the end of the season.

The reputation of the mineral waters extends as far back as the time of the Roman occupation, if not farther, excavations having brought to light remains of distinctly Phœnician origin. Hammam R'Irha having been chosen by the French military authorities as the site of a convalescent hospital for the troops, as well as for baths for the natives, is another strong testimony to the efficacy of the waters. The Hammam R'Irha Hotel is quite distinct from these buildings, and at several hundred yards' distance from them, the water flowing from the hotel baths to the Arab ones. Hammam R'Irha is chiefly intended as a winter resort for gout and rheumatism, so that those suffering from these complaints can continue their "cure" here when the season is over at Baden, Aix-les-Bains, Wiesbaden, Vichy, and other watering places usually affected by this class of patients.

To consumptive patients also, a residence at this winter station offers several advantages. The extreme purity of its atmosphere is never sullied, as in too many European health resorts (so-called), by malaria of any kind. From this, its excellent system of drainage and its distance from all sources of infection secure it an almost complete immunity.

The late Sir Morell Mackenzie, in the course of a visit to Algiers in the spring of 1888, paid a special visit to Hammam R'Irha. He was much impressed with its suitableness as a winter health resort, and considered the place excellent for the early stages of consumption and chronic bronchitis. On the other hand, some authorities consider this place too cold and rainy for a winter residence for invalids, and would be more inclined to recommend it as an intermediate resort in the spring and early summer.

Then, in its readiness of access from England it may compare favourably with many of the extra-European health resorts. During the hot season it is a pleasant residence for those whose constitutions require them to spend some time in Algiers; and, on the other hand, those who in the winter months may occasionally find the temperature too low, will find Algiers readily accessible. Again, its great altitude would be considered an additional recommendation by doctors who regard Davos Platz as the *beau idéal* of a winter residence for consumptive patients.

But not only to those in search of health does this beautiful spot offer rare attractions, but also to tourists and travellers in general, and to artists, sportsmen, and archæologists in particular. The scenery of the surrounding country is very fine and varied, and there are many beautiful drives and excursions within a short distance. Those interested in archæology will find in the environs of Cherchell (sixteen miles), according to authorities in such

matters, a comparatively undiscovered country. For these, as well as for those wishing to see something of the interior, this comfortable establishment will be found capital headquarters from which to make long or short excursions.

The Waters.—There are three springs—two hot and one cold. One of the hot springs has a temperature of 113°, and is similar in composition to the Bath waters, or the well-known Baden (Austria) baths. In connection with it are two well-appointed swimming-baths, one with a temperature of 99°, and the other of 109°. The baths are in the hotel building, which is a great convenience for invalids. The other hot spring is situated 100 yards from the establishment, and its temperature is only 99°. The cold chalybeate spring is chiefly used for the table, and has a temperature of 66°. The taste is not altogether disagreeable, as the quantity of iron is small. Some visitors mix it with claret.

Climate and Temperature.—During the winter season (from November to April) the mean temperature is slightly lower than Algiers, being about 55°. Occasionally very cold weather is encountered, and in January frost is not unknown, but only at night time. The climate somewhat resembles that of the Scotch Highlands in autumn, though it is much drier. It has been compared also to the Engadine climate in winter, though of course it is very much warmer. It has the same bracing and stimulating effect. There is great equability in the temperature, the difference between the mean temperature of summer and winter being not more than 10°. On this account Hammam R'Irha is used very much by the French residents of Algiers as a summer resort. During this period there are few English at the hotel, though some consumptive patients remain all through the summer.

Hotels.—The establishment, which has been designed on an ambitious scale, consists of one large hotel (the Grand Hôtel des Bains), with a *dependance* (Hôtel Bellevue) where the terms are much lower. The charges at the Grand Hotel (Cook's coupons taken), from the 1st November to the 1st June, are 12 fr. a day for rooms with a south aspect, and 10 fr. for other rooms. These prices include wine, attendance, candles, and the following meals: Early breakfast, served in visitor's room, *déjeûner à la fourchette* at noon, afternoon tea, and dinner at 6 p.m. The pension charge during the summer season is 10 fr. At the Hôtel Bellevue the charge for pension, from the 1st November to the 1st June, is only 9 fr., and the arrangements as to meals are the same as at the Grand Hotel. The proprietor (or, more strictly, managing director, for the establishment is now controlled by a syndicate), M. Arles-Dufour—a name well known in the South of France and Algeria—has obtained a ninety-nine years' lease of the springs and some 1800 acres of ground directly from the French Government, and has made Hammam R'Irha his permanent residence. The Grand Hotel contains a large and well-ventilated billiard-room and smoking-room, a casino—not much play during the winter season—and a ladies' drawing-room, which is sufficiently spacious to be used as a ball-room. In this room will be found all the principal London papers and society weeklies, and a good library of English and French works. In fact, in the way of English literature visitors are far better off than at many of the Algiers hotels. A terrace—covered in with glass, and well warmed and ventilated—extends the whole length of the hotel (300 ft.), and affords a capital promenade when bad weather prevents outdoor exercise being taken. There is a small hotel (France) in the village, which has no connection with the *établissement*, where visitors are taken at 6 fr. a day. It is a favourite resort of artists.

Sport.—Shooting may be had by visitors over 1800 acres, but there is very little game. The close season for partridges does not begin till February 15th, when quail-shooting takes its place. A licence costs 28 fr., and if not obtained previously at the Prefecture at Algiers, it can be had, after a little delay, at the Sub-Prefecture of Milianah, the nearest town (eleven miles).

Of bigger game there are jackals, wild boars, and an occasional panther. For this kind of shooting, co-operation with the natives is necessary, and the emulator of the late M. Bombonnel, the well-known panther hunter, will find this sport rather expensive. Jackals can only be shot on moonlight nights, and their haunts on the river banks have to be baited with part of a sheep's or bullock's carcase. Wild boars are plentiful in the mountains. In this part of the country they are generally shot—not speared. Panthers are now very scarce in this part of Algeria, but are still to be met with in the extensive forest of Chaiba, which extends from Hammam R'Irha to Marengo (twelve miles). Ladies, however, need not suppose from this that there is any possible danger of a panther being encountered in a morning stroll, as these animals have their lairs in the deepest recesses of the forest, miles from any path or road, and never by any chance make their appearance in the daytime. It is not probable that a visitor would have more than one opportunity of indulging in a panther hunt during the season—*i.e.* in the neighbourhood of Hammam R'Irha. Sportsmen in search of big game are recommended to go to Aumale or Medeah. At the latter town the *juge de paix* is a noted panther-shot, and it would be advisable for an English sportsman to get a letter of introduction to him from M. Arles-Dufour. M. Cattier of Bordj-Bouïra is also a famous lion-hunter, and will arrange shooting expeditions for English sportsmen.

When the celebrated panther slayer, Bombonnel, was compelled by advancing years to depart from his rendezvous of Bordj-Bouïra, which had been granted to him as a reward for services rendered to the Algerian colony, he made his friend Cattier heir to his property and shooting rights. Bordj-Bouïra is a favourite meeting-place of sportsmen, about a hundred kilomètres by rail from Algiers. The property consists of from three to four hundred hectares of forest and brushwood surrounded by immense forests belonging to the State. A shooting box, consisting of six or seven rooms and temporary sheds for the horses and other animals which are used as lures, has been built, and here Bombonnel passed a great portion of his life, succeeded, as has been said, by M. Cattier, who worthily sustains the traditions of panther hunting associated with the place. The woods surrounding Bordj-Bouïra are a favourite resort for panthers, jackals, and hyenas.

Excursions.—Hammam R'Irha makes a capital centre for visiting this part of Algeria. The following are interesting excursions: (1) One of the prettiest walks or rides is through the pine woods, along the *route forestière*, to Marengo. This would require a whole day. Mules and horses are obtainable, and the charges are moderate. (2) Another interesting excursion is to the military station of Milianah. From the ramparts of this town a magnificent view of the surrounding country is to be had, and by many is preferred to that from Fort National, in the heart of Grand Kabylia. There is an excellent carriage-road, though using it necessitates a long circuit, and the distance would be about eleven miles. For pedestrians who do not mind fording the shallow river, the short cut skirting the native village of Vesoul Benian is recommended, which would save some four or five miles. The highest

peak of the Zaccar range is about 2000 ft. above Milianah. The ascent is easy, and within the powers of moderate lady climbers. From the top (5000 ft.) there is a glorious view on all sides. A curious native village, for many years deserted—perhaps on account of the scarcity of water—will be noticed. It is perched right on the summit, and has a strong natural position for purposes of defence. Milianah can also be reached by rail to Adelia, and thence by diligence. (3) Gorge de la Chiffa and Medeah (see also ALGIERS EXCURSIONS). Very grand mountain scenery, and one of the most interesting passes in Algeria. The Gorge de la Chiffa is famed for its wild monkeys, which are only found in this part. If seeing the monkeys is the chief object of the excursion, it is necessary to leave Bou Medfa by the first train, so as to arrive at the Gorge before ten o'clock or so, as they are rarely seen after that hour. This accounts for the complaints of tourists that the "monkeys are a fraud," as they (the visitors) do not usually arrive till noon, when the monkeys have retired to their mountain fastnesses. There is a diligence from the Chiffa station (eight miles from the Gorge). The excursion from Hammam R'Irha to Medeah and back can be managed in one day, though it is preferable to take two. (4) To the cedar forest of Teniet-el-Haad. This excursion, which is a favourite one of visitors to Hammam R'Irha, requires four days, and is rather expensive. There is a diligence service from Milianah to Teniet-el-Haad, leaving at 9 a.m. during the winter and reaching Teniet-el-Haad at 7.15 p.m., but it is not recommended to visitors, as it is usually monopolised by natives. The charge for a carriage and pair would be the same if the party consisted of two or four, and would probably amount to about 120 fr. For all long excursions, however, there is no fixed tariff, and there is plenty of scope for the bargaining powers of the visitor.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—See above. M. Arles-Dufour is, however, no longer the Proprietor of the Grand Hotel, which is now the property of an Algerian Banking Company.

Church Services.—Services take place in the drawing-room of the hotel twice every Sunday from November to May. Chaplain, Rev. J. H. Douglas, M.A.

Postal Arrangements.—By post three and a half days from London. There is a daily delivery at 11 a.m. and a departure at 6 a.m. There is a post and telegraph office connected with the establishment in the grounds of the hotel.

Conveyances.—The charge for a mule or a horse for a day is 10 fr., but a donkey can be hired for 5 or 6 fr. The charge for a seat in a regular conveyance (mail), which meets the morning and afternoon trains arriving at Bou Medfa from Algiers is only 2 fr. 50 c., but for a private carriage 14 fr. is charged. The mail carriage leaves Hammam R'Irha for Bou Medfa with the mails twice a day.

Books of Reference.—Murray's "Handbook to Algeria," "The Practical Guide to Algiers," (1903. Cook & Son), and Joanne's "Algerie" briefly notice Hammam R'Irha. It is also described at greater or less length in a good many of the books dealing with life and travel in Algeria. See ALGIERS.

III.—BISKRA.

"Heri, solitudo, hodie, civitas."

THERE is a growing tendency, among those who habitually spend their winters in the South, to leave the beaten track of the hackneyed and conventionalised region affected by the average *hiverneur*, and to seek inland, and further afield, fresh woods and pastures new for their winter headquarters. Invalids, and those requiring constant and unremitting medical advice and attention, are no doubt willing to put up with the over-frequented Riviera watering places, on account of the excellent accommodation, the attractions of society, the many luxuries and medical comforts obtainable at these winter stations. There is, however, the increasing large class of winter visitors, neither serious invalids nor ordinary tourists, to be considered—all those, in short, who simply wish to avoid the cold English winter by spending that season in the South. Having exhausted the popular and well-known winter resorts, situated, for the most part, on the shores of the Mediterranean, they have turned their attention to inland places.

Biskra is one of the latest of these experimental winter stations which have come into favour within the last few years. Owing to the enterprise of the Algerian Government and the East Algerian Railway Company, this interesting oasis-town—which, climatically at all events, is an ideal residence for phthisical patients—has been made readily accessible from the Continent. By rail, Biskra is only 140 miles from Constantine (on the Algiers-Tunis line), and the one daily through train does the distance in nine and

a half hours. This Trans-Saharan Railway—in the main a strategical and military one—is to be continued to Touggourt, 130 miles due south of Biskra.

A very serious objection to Biskra as an *invalid* station, as distinguished from an ordinary tourist resort, is the lack of a resident English medical man. This deficiency will, however, probably be remedied before many winters elapse. The cure of souls, however, has not been neglected, as the Society for the Propagation of the Gospel has recently established a chaplaincy here.

The climate, for warmth, sunshine, and immunity from rain, is almost unrivalled among the climates of the South of Europe and North Africa. The latest meteorological observations show a winter temperature never exceeding 80° Fahr. (except during the infrequent sirocco), and rarely falling below 60°. So that here we have a climate as mild as that of Madeira without its humidity and consequent relaxing and enervating influence, and an atmosphere as bracing and exhilarating in its effects as that of Helouan or Luxor.

Then Biskra has æsthetic attractions of a peculiar kind —the wonderful desert scenery, the striking and ever-changing atmospheric effects, most beautiful at dawn and sunset, are a constant source of delight to an artistic nature. Bnt even a mere sportsman, with a soul above (or beneath) scenery, would find Biskra a fairly attractive residence for a few weeks. If provided with introductions to the military authorities, he would have occasional opportunities of taking part in a lion hunt, not to speak of shooting of a milder type.

The aspect of Biskra to a new comer is graphically described by Mr. Hope Moncrieff in "Where to go Abroad":—

"Now we enter the true desert, though still varied by ragged ridges of rock and glistening salt hills, past which we reach

Biskra in the afternoon; and our first impression may be disappointment in its smart and civilised aspect. This end is the new French town, with its fort, church, public gardens, and square, beyond which one passes into a quarter of more local colour, and on through a long string of native villages half hidden among a belt of palm trees, fruit gardens, and fields fertilised by trickling channels of water drawn from the river, whose huge gaping bed stands empty in the dry season between banks of caked mud. Above rises a line of red hills, from which there is a splendid prospect over the desert, flecked by distant oases rising like islands from the sea of sand."

Certainly intending visitors have no excuse for remaining in ignorance of this "Queen of the Sahara." Many articles on Biskra have appeared in the English monthlies during the last few years. A list of the most important will be found at the end of this chapter. Major Arthur Griffiths in the *Fortnightly Review* (March 1895) gives perhaps the most useful and impartial, as well as exhaustive, account of this rising winter station. I have freely availed myself of the permission to quote from this article, and extracts will be indicated by the initials *F. R.*

In his introduction, Major Griffiths, it will be seen, is careful not to commit himself to any decided opinion on the merits of this new winter resort. "This 'favoured oasis,' lying beyond the Algerian mountains on the edge of the desert of the Sahara, if not actually within its confines, is alleged to combine so many advantages that it has been elevated to a species of earthly paradise open to all, but especially inviting the attention of invalids. This last-named consideration, no doubt, explains its sudden popularity. The doctors, although they neither invented nor discovered Biskra, have been at any rate lately its principal promoters. Many of them on plausible grounds, but possibly on evidence not sifted very closely, are now inclined to recommend Biskra as an ideal winter resort. I am not disposed to dissent entirely from this position,

although I am compelled to give rather a qualified verdict of approval."—*F. R.*

Climate.—Mr. Pease, in his admirable monograph on Biskra, makes the following observations on the climate :—

"The peculiar virtue of the climate is the pure dryness of the air ; except for a few days in the year, not a trace of humidity or dampness is ever perceptible. Hence there is never the chill at sundown that is a danger in other places. At Biskra the afternoon sinks into evening twilight, and twilight into night, without any noticeable change in the temperature. The smoker will find out quickly this peculiar dryness ; nothing is more sensitive than tobacco, and it is an infallible criterion of the state of the air in any place. At Biskra, wherever cigars are placed, they are always dry and in good condition, and pipe and cigarette tobacco, however carefully tinned, quickly turns to dust and powder. The dryness of the atmosphere and the hardness of the water are a little trying to some skins, but when this and the high winds have been mentioned, the tale is complete of the drawbacks to Biskra. Light, cool breezes from the mountains make the African sun, even on the hottest days from November to May, a delight and not a burden. So clear and bright is the atmosphere that, as you look on the red and barren mountains, you feel as if you had but to put out your hand and you could run your finger along their clean-cut, rugged outline against the light blue sky ; or, as you turn your eyes to the south, where stretches the endless desert, the distance shines like a great still blue ocean. The climate is particularly suited for persons suffering from pulmonary complaints, consumption, kidney diseases, rheumatism and gout ; and the hot springs of saline and sulphurous water at the Fontaine Chaude (Hammam Salahin) are credited with healing virtues."

In the main this rather eulogistic description of the climate is accurate enough, except as regards the equability of the temperature. On this point Mr. Pease is wrong in his deductions as well as in his facts. Few will deny that the special climatic characteristics of Biskra are its dryness, warmth, and sunniness. It is a climatological axiom that with these conditions a high degree of equa-

bility is impossible. There may not be that sudden chill at sunset, the bane of the Riviera, but there undoubtedly is a great difference between day and night temperature. A resort with a climate possessing in a very marked degree warmth and dryness, as well as uniformity of day and night temperature, simply does not exist.

A layman is naturally chary about mentioning the class of patients for which a place is most suited, but it may safely be said that climatically Biskra is especially well adapted for those suffering from rheumatic and renal ailments of a chronic character.

The medical aspect of Biskra is, however, ably dealt with by Dr. Leonard Kidd in a separate article.

Besides the lack of equability, the occasional high winds constitute another serious drawback to the climate.

"Life is not very pleasant at Biskra when it blows hard. The winds do not raise so much dust as in the dreaded sand-storm on the Nile; the desert surrounding the oasis is mainly hard and stony. Still there are often dense eddying clouds of fine particles quite as disagreeable as sand. The worst of the winds at Biskra is that there is little chance of escaping from them, indoors or out, and they are worse, or at least more felt, inside the house than in the open. This is the fault of the local architecture. Residences in a climate which is very hot in summer have been planned principally against the sun. The hotels at Biskra follow the local fashion, with a curious neglect of the fact that they are more likely to be occupied in winter than in summer, when the little town empties and every migrant has moved northward. The central courtyard, the *patio* of the Moorish or Arab house so constantly seen in Southern Spain, is a delightful contrivance to secure coolness and shade in the heat of the day. But this construction, with its open galleries and uncovered staircases, affords no shelter in winter, and exposes persons passing from one floor to another to the cold air, while through all these open spaces the wind careers furiously and thunders

noisily amid the palm-leaves in the central court. This is unfortunately the case at the otherwise most comfortable Hôtel Victoria."—*F. R.*

Amusements.—Biskra is rapidly losing its unique Saharan character, and a casino has been built, with the usual attractions of theatre, *salles de jeux*, ball-room, etc.

At present, however, the Cafés Maures, with the dances of the Almees (a class of women of the tribe of the Ouled Nail), are the only form of urban amusement Biskra offers. These dancing girls, like the nautch girls of India or the Ghawazee of Keneh on the Nile, form a separate sect of the community. These dances, it must be confessed, are somewhat unduly sensual and unrestrained in character, and are rather repulsive to fastidious tastes; but they nevertheless form one of the recognised sights of the "City of the Palm Trees."

Sport.—The sportsman cannot complain of the lack of game. In the season he will find quail plentiful, and if he is prepared to undergo the fatigue and expense of a few days' tent life he can make good bags of hares, gazelles, and bustards. Very little promiscuous shooting in the immediate vicinity of Biskra is, however, to be had. If the traveller can obtain letters of introduction to the officers of the garrison, he would be able to take part in the hawking expeditions occasionally organised by the Kaid of Biskra.

Excursions.—Biskra is a centre for many highly interesting excursions. In one respect it has an advantage over Cairo. The drives around the latter place are rather lacking in shade, whereas the oasis of Biskra consists of an almost continuous series of palm-groves, affording a shady promenade for a considerable distance.

At about five miles from Biskra are the sulphur baths of Hammam-Salahin (the Baths of the Saints), much frequented by the Arabs.

"These baths will, I think, soon be more suited to European invalids than they were early in 1898."—*J. L. K.*

A steam tramway, starting from the Hôtel Royal, now runs to these Baths (return fare 80 c.). A small hotel has recently been built in connection with the Baths. Here will be found a variety of Arab types.

"Other expeditions, more distant, to be made on horseback or in carriage, are to the neighbouring oases, Filiash, Chetma, Sidi Okba, and the rest—uninteresting places, with the one exception of the last named. Sidi Okba, about fifteen miles from Biskra, is a purely native town, walled, with gates strictly closed at nightfall, and inhabited by seemingly semi-savage and most indescribably filthy Arabs, although many are clever workers in silver, and one or two proudly tell of their travels to Paris and beyond the Atlantic to the Chicago World's Fair. The sights of Sidi Okba are the Kaid's garden and the ancient mosque which contains the mortal remains of the conquering Arab who gives his name to the town. Sidi Okba subjugated the whole of North Africa, and would have crossed into Europe but for the obstacle of the Mediterranean Sea. He founded 'Kairwan the Holy' in Tunisia, and was one of the greatest of the early adherents of the Prophet. The Kaid's garden is a wilderness of aloes and palms, but its shelter is hospitably offered (on payment) to visitors, who may take their luncheon *al fresco* within its walls."—*F. R.*

But the most interesting excursion of all is to Touggourt, an important military outpost and frontier town of 4500 inhabitants. The trip there and back can be managed in five days, without much sacrifice of money or comfort. It may be noted that minor desert expeditions can be undertaken here at a considerably less cost than at Cairo.

"Two friends of mine did this journey (March 1898) at a total cost of £12 or so (if my memory serve me). They engaged their carriage and guide from the Hôtel Sahara."—*J. L. K.*

At Touggourt the enterprising tourist may congratulate himself upon having at length reached one of the last outposts of civilisation. The Sahara town is purely Oriental in character, and the disfiguring fingers (æsthetically speaking) of nineteenth-century progress have hardly touched it. Here we can really understand the life of the desert, and see the dignified Arab on his native heath.

There is a postal service three times a week both ways; but as the vehicle which carries the mails has only room for one passenger, it is necessary to book one's place several days in advance. The fare (single) is 35 fr. The journey takes thirty-six hours, and stoppages are made at eight post-houses (*étapes*). The half-way house is Bordj-d'El-Merdraer, where a halt is made for the night.

Tourists will find a very slight smattering of Arabic extremely useful, and occasionally almost necessary to comfort, as the natives in the interior seldom use French. The following phrases, spelt phonetically, may perhaps be found of use. The letters "rh," "kh," should be spoken as gutturally as possible, and "a," unless short, pronounced as in "father."

Măkăsh.	No, and Not.
Măkăsh bono.	Not at all good.
Kaddesh?	How much?
Bezeff.	Too much.
Ame she Rhoo or *Balek.*	Go away.
Ascot (in Kabyle dialect, *Soussan*).	Let me alone.
Kaddesh tzar?	What o'clock is it?
Issellemek.	I thank you.
Rhani jăna bezzef.	I am very hungry.
Făin teddi had ettrig?	Where does this road or path lead?
Khŏd ala immineh.	Go to the right.
Khŏd ala issarek.	Go to the left.
Nenjem tshe jouz men hena?	Can I pass this way?
Kane tshe gantra?	Is there a bridge?
Ma kane tshe.	No, there isn't.
Dour ală tshemalek.	Turn towards your left.
Kaddesh men hena le —— *?*	How far is it from here to ——?
Kreeb bezeff.	It is close by.
Th'abb tedeni leha?	Will you show me the way?

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—There are four hotels of fair size, all well adapted for tourists. The two largest, the Victoria and Royal, lay themselves out especially for English and American guests. The Royal, the newest and largest, is an imposing building with substantial arcades which are made for coolness. It is built in a good, open situation close to the Casino. Though it is the best situated for invalids of any of the Biskra hotels, it has structural faults from a medical point of view, and delicate persons should guard against draughts. The sanitary arrangements are good, however. The English Chaplain usually stays at the Royal, which is popular with English travellers. The *cuisine* is well spoken of. Pension from 10 fr. The Victoria is built in the Moorish style, has a good reputation, and is generally crowded in the height of the season. The terms are rather high, varying from twelve francs in the early part of the season to fourteen in January, February, and March. Cook's coupons are accepted at both. Both these hotels are fitted with electric light. The two other hotels—Sahara and Oasis—which have a less exclusively English *clientèle*, are cheaper, charging only eight or nine francs a day. These two establishments are in the main French houses. There is also a new hotel called Grand Hotel Dar Diaf, near the Casino, concerning which I have, at present, no information. The hotel accommodation of Biskra is not equal to the demand, especially from January to March ; and it is well to engage rooms beforehand, as arriving in the evening by the one through train from Constantine, one cannot leave till the next day.

Church Services.—The S.P.G. has established a chaplaincy here, and services are held on Sundays at the Royal Hotel from the beginning of January to the end of April. No Chaplain during the season 1903-4.

Chemist.—The Pharmacy adjoining Cazenave's Bank. "An English assistant is greatly needed. Prescriptions should be written in French, as I found the chemist's knowledge of Latin was quite a minus quantity."—L. J. K.

Conveyances.—There are a few rude and ramshackle *voitures de place* to be hired, which are, however, fairly well adapted for

the rough desert tracks. Fares: the *course*, 1 fr. 50 c.; the hour, 2 fr. 50 c. Chetma, 10 fr., Sidi Okba, 20 fr. (there and back). Diligence leaves for Sidi Okba at 8 a.m., returning at 5 p.m. Fare: 1 fr. 50 c. return. Half-hourly tram from the Casino to Old Biskra, 10 c. Sources d'Oumache, 12 fr. there and back. There is a public conveyance (post carriage) to Saada, 12 fr. there and back. Only seats four besides the driver.

Horses for riding are scarce, and the charges excessive. It would be advisable for those making a long stay to buy a horse outright, and sell it at the end of the visit, as the animals for hire are sorry nags. A fairly good hack might be bought for about £25 or £30, but the supply is limited. It is said that the Kaid of Biskra has usually a few horses for sale.

Postal Arrangements.—There are four mails a week to and from the Continent. Transit from London is four to five days. Parcels by parcel post must be despatched from the railway station, as it is not undertaken by the post office. For rates see ALGIERS.

Bank and Exchange Office.—M. Cazenave.

Shops—

Barber.—Perinaud.

Circulating Library.—Massé.

Photographer.—Maure, Fernandas.

Provision Merchant.—Sardow, English groceries, etc. Sells cartridges and sporting requisites, etc.

Stationer (and Money-changer).—Bonet (Bazaar Fromentin). Sells also photographs, guide books, *articles de Paris*, cigars, tobacco, etc.

Bazaars.—The native shops for curios, etc., are close to the market-place. Arab curiosities can be bought here more cheaply than at Algiers, and are more likely to be genuine. The following are the principal Arab wares and specialities which will attract strangers: stuffed lizards, gazelles' horns and skins, panther and jackal skins; curious engraved boxes of camel-skin; negro tom-toms, castanets, amulets, etc.; Kabyle jewellery and pottery; Arab knives, daggers, and muskets; Morocco slippers, saddle-bags, purses, etc.; Touareg weapons and leather goods; ostrich eggs and feathers; copper bowls and ornaments.

Ordinary curiosities can sometimes be bought more cheaply, after a good deal of bargaining, from the itinerant dealers who infest the terraces of the hotels.

Books of Reference.—"Biskra and the Oases of the Zibans," by Alfred E. Pease (Stanford: 1894, 4*s.* 6*d.*); "The Practical Guide to Biskra," by G. W. Harris (Thomas Cook & Son: 1895, 1*s.*); "La Côte Barbaresque et le Sahara," by Prince Lubomirski (Dentu: Paris, 1880). Biskra is also described in Joanne's "Algérie" (Hachette: Paris, 1903, 12 fr.), in the last edition of Murray's "Algeria," and in "The Practical Guide to Algiers" (Cook & Son). The last edition (1903) of this guide has been much improved and considerably enlarged (424 pages). It makes a fair substitute for Murray's "Algeria," which is a little out of date. A new edition of the latter is, however, in preparation. A good deal of information on the present aspect of Biskra may be gathered from the following articles: "The New Winter Land," by W. Sharp (*Nineteenth Century*, January 1894), and Major Griffiths' article in the *Fortnightly Review* (March 1895). A well illustrated brochure, "Beautiful Biskra," by C. H. Tripp (Bemrose: 1903, 1*s.*), gives details of sporting facilities and also describes some of the excursions.

BISKRA FROM A MEDICAL POINT OF VIEW.

By Leonard Kidd, M.D.

I propose to consider the climate, food, medical equipment, the kind of cases we should send, and the reforms needed.

1. *Climate.*—A pure, very dry and bracing air, with practically no rain, very little mist (and that only after rain), a clear cloudless sky, but a far too plentiful supply of wind. This is a literal description of the weather I experienced this year during quite five out of the nearly seven weeks I spent there. I was there from January 20th till March 7th, and the bad weather came during the last few days of February and continued till I left. The one great natural drawback is the prevalence of wind: this will always hold good—the reason is geographical (proximity of mountains); but I think average healthy people, and even

invalids who are only a little out of sorts, do not seriously suffer from it.

The extreme purity and dryness of the air is well shown by the fact that washing (whether of one's person or clothing) appears a wanton waste of time, trouble, and soap and water!

The air is very fresh and cool in the early morning, though it is true one does not *feel* much of a chill at sundown; but, in my own case, I think this was largely due to the fact that I always put on a light overcoat, buttoned up to the throat, *before* the sun set.

One thing that greatly pleased me was the very striking absence of anything like serious or infectious illness in the large hotel (the Royal) in which I stayed. What little I did see of illness was almost wholly due to indiscretions, chiefly of diet.

Although the air is so dry, I saw nothing of irritable throats.

I had no chance of trying the really hot weather (April), as I had to be at work in London by April 1st.

2. *Food.*—Water charged with magnesium salts. Bread sour. Even at Algiers the bread was but so-so, but at Biskra it was beneath contempt. Fish was excellent almost always; but it came by fits of three or four days, followed by a like period of no supply. Meat was often tough, but occasionally quite excellent. Butter tolerable, as a rule. Milk pretty fair; eggs also. Oranges and dates all right.

3. *Medical equipment.*—(*a*) Only one French doctor for the civil population. He speaks (or spoke) practically no English. Besides, on one occasion during my stay he was away for a few days. There is a surgeon at the hospital.

(*b*) *The chemist* has little English, and less Latin. A prescription I wrote for him in full correct Latin was of no use. *Prescriptions should be in French*, but it would be better for him to get an English assistant (qualified).

4. *The cases to send.*—(*a*) On no account send any cases of even early phthisis with a red tongue. Such people need careful feeding as their Alpha and Omega; and this they will not get at Biskra, at least not yet.

(*b*) Of the rheumatic or rheumatoid group I advise only the chronic cases. Beware of sending sub-acute ones. Neither the food nor the wind will help them, and I have some reason for

thinking that the sulphur waters at the spring will aggravate their condition, at any rate at first. Of course true rheumatoid cases may bathe in the hot spring, four miles distant by tram. By the time this article appears there will probably be better arrangements at these baths for the comfort of Europeans (every American is a European nowadays). The hotel will also be open this winter actually at the spring.

(*c*) I saw nothing of renal cases, but I should doubt if they would do as well as in Lower Egypt.

(*d*) There are numbers of atonic dyspeptics and slight neurotics who might gain great good from a few weeks or months at Biskra, if she would improve her food.

(*e*) Patients with constitutions broken down by syphilis ought to do well.

(*f*) I would send no mental case, not even a mild one of melancholia. Keep such in the land of comforts and medical appliances—that is Europe. Nor would I send bad cases of neuralgia, nor cases of bad insomnia.

Before you send *any* patient to Biskra find out whether he can stand the food, the wind, the comparative isolation, draughts, being wakened at 6 a.m. by the noisy exodus of travellers, the frequent sight of funeral processions of natives, the want of an English or American physician (or physicians), and the small number of people who stay longer than three or four days in Biskra. If he says he can, you may wax eloquent on the beauty of the scenery, and promise him a good time, if his case be suitable.

It is very important to remember that, if Biskra clearly disagrees with a given patient, there is *no place within hundreds of miles for him to go to.* In this respect it compares badly with Lower Egypt. Still, it is nearer to London than even Cairo, and one can get to Marseilles on most days of the week either by Philippeville or by Algiers; or else to Tunis, Sicily, Malta, or Italy. Patients should not return to England direct.

5. *The reforms needed.*—Better food; an English doctor (with money and patience), or at least one more French doctor, and preferably one who talks English and has lived at least a few months in England; an English assistant for the chemist; a rationally built hotel,

The train out of Biskra is quite four hours too early for invalids. It needs dining-cars, so that a patient may leave at 10 a.m. or noon, and reach Philippeville at 10 p.m. or midnight. The steamer could easily be two or three hours faster, and start soon after midnight, instead of 9 p.m.

Do not forget that at present even a very sick (or dying) person has either to leave his bed at 6 a.m., or else to go by the 2 p.m. train (Mondays only, alas !), and sleep at Batna, 3,000 feet above sea-level. This is not an ideal place for him to sleep at a few hours after leaving the warmth of Biskra (300 feet).

There is no hope for Biskra as a health resort for real invalids till she learns that the first requisite is to put them first in everything.

At present she thinks almost entirely of the tourists, mere birds of passage. She tries to ape Egypt and Monte Carlo. Casinos, and balls, and Arab dances, and hunts, and falconry are all right in their way ; but the sick need more than these trivialities.

In short, there is no great *brain* directing the destinies of the place. Biskra must wake from sleep, or she will sleep the long sleep of death, as far as her reputation as a health resort is concerned.

London, *October* 1898.

PART VII.

EGYPT.

I. CAIRO.

CAIRO, combining the attractions of a famous historical city, an official capital, an important garrison town, and a fashionable, albeit expensive, health and pleasure resort, and possessing, in short, most of the factors which make for popularity with the traveller of means and the wealthy *hiverneur*, invalid or otherwise, it is not surprising that it grows in repute winter by winter with our countrymen. The merits of its hotels, no less than its mild and singularly dry climate, also conduce to the popularity of Cairo as a winter station. In spite of its delightful and salubrious climate, and its high repute among medical men, it cannot, however, hope to become as popular a resort with invalids as Mentone or San Remo, and will probably remain the winter refuge of the comparatively small class of wealthy patients, to whom the great cost of the journey and the relatively high expense of living are not a matter of moment. It must be allowed, however, that in consequence of the increased number of hotels, expenses of living, etc., have been much lessened of late years. Formerly it used to be said that a month or six weeks at Cairo would cost a visitor almost as much as a whole

season at Mentone or San Remo, when the relative expenses of the two journeys are allowed for. At present the difference is not so great, though Egypt still remains the most expensive winter station in the whole Mediterranean area.

Routes.—See beginning of book.

CAIRO AS AN INVALID STATION.

Cairo itself cannot, however, be unreservedly recommended as a health resort pure and simple. The Egyptian climate is undeniably admirably suited for a winter residence, and in most respects it is superior to that of any health resort in the South of France—the world's great winter sanatorium. But the city of Cairo possesses too many factitious drawbacks, which militate against its use as a climatic health station. Now that other health resorts such as Helouan, Luxor, Assouan, etc., are getting better known and developed, medical men are beginning to realise that hygienically speaking Cairo is not Egypt. Its enormous population and limited area for one thing does not commend it to medical men as a winter residence for their patients. An overcrowded city of over half a million inhabitants, with its unsatisfactory hygienic conditions and appallingly primitive and insanitary methods of drainage, the excessive dust (particularly trying on windy days), to say nothing of the occasional summer visitation of cholera, etc., seems indeed the last place to which the health-seeker, as distinct from the mere tourist or pleasure-seeker, should be sent.

It is true that the sanitation of the Continental, Shepheard's, Ghesireh Palace, Savoy, and other fashionable hotels is beyond reproach, but then the visitor is not likely to spend the whole time in his hotel. Besides, the innumerable social gaieties and dissipations of this fashionable winter-city offer too many temptations to the invalid to neglect his health.

Twenty or thirty years ago, no doubt, the invalid had no choice: a winter in Egypt practically meant spending that season in Cairo. But now, thanks mainly to the enterprise of

the great tourist agencies, Luxor, Assouan, and the Nile have been rendered available for delicate persons.

Besides, within the last few years the admirably equipped baths of Helouan, and Mena House at the Pyramids, both only half an hour's ride from Cairo by rail and electric tramway respectively, have afforded excellent quarters for invalids.

Then the Ghesireh Palace Hotel, with its extensive gardens and shady avenues, far removed from the dust and noise of Cairo, though within frequent communication with the city, is in some respects a more suitable residence for delicate persons than the crowded fashionable intra-mural hotels. This luxurious hotel is an ideal wintering place for those suffering merely from overwork, worry, "nerves," or brain-fag, who require mainly change of scene and rest, with the opportunity of occasionally enjoying the innumerable attractions and varied interests of Cairo. To serious invalids, however, this place is not altogether suitable, owing to its northern aspect, which means, of course, less sun, and its comparative humidity in the beginning of the season.

Climate.—Many volumes have been written by meteorologists and medical experts on the climatology of Egypt, but its chief characteristics can be summed up in a few words: a remarkably pure and salubrious atmosphere, possessing remarkable tonic properties, almost continuous sunshine, rainlessness—the rainfall of the Upper Nile Valley is practically *nil*—and genial warmth (which, owing to its lack of moisture, is not oppressive); but, to counterbalance these good points, a marked lack of equability. The great difference between day and night temperatures is, no doubt, a very serious drawback. This lack of uniformity is, of course, inevitable in all countries where a high temperature and immunity from rain are combined. In short, it is a meteorological axiom that equability cannot exist with a very dry atmosphere and a high temperature. *Equability necessarily implies a certain amount of humidity.* An ideal climate would, indeed, combine the equability and softness of Madeira, the warmth and dryness of

Upper Egypt, and the chemically pure atmosphere of Biskra in Algeria.

It sounds paradoxical, but, as Dr. Leigh Canney has observed elsewhere, it is not so much the sun delicate visitors should chiefly guard against in Egypt, but cold With the extremes of sun and shade temperature, a chill is easily contracted. It is to this probably, and not to the heat of the sun or the drinking of Nile water, that diarrhœa and other troubles may be attributed. Residents in the country are well aware of this.*

November, December, and January are the least suitable months of the Egyptian season for Cairo, owing to the risk of malaria from the moisture arising from the subsiding inundation of the Nile. About the beginning of May, when Cairo gets too hot, Ramleh, near Alexandria, will be found an excellent intermediate health resort for a few weeks before leaving Egypt.

Society.—In many respects, so far as concerns the permanent residents, society at Cairo resembles that of Malta or Gibraltar, and to some extent that of Simla and other fashionable hill stations in India, so large is the infusion of the military and official element. For society here has a decidedly official tone, and introductions are advisable if visitors wish to take part in the social life of the place, with its innumerable gaieties and entertainments of all kinds, from moonlight donkey-rides to the Pyramids to bicycle gymkhanas at the Ghesireh Palace, or fancy dress balls at Shepheard's or the Continental. In Cairo, however, the guests at the principal hotels form a society of their own. The hotel element in Cairo is a factor of greater importance in the social life of the foreign community

* This is amusingly exemplified in the case of British officers quartered in Egypt, who after playing polo or tennis are careful to put on their sweaters if returning to their quarters at sunset. This is significant, as an English subaltern is not supposed to take undue precautions to preserve his health.

than at the fashionable winter resorts in the south of Europe, partly because the richer class of visitors, instead of living in isolated villas haughtily aloof from the cosmopolitan crowd of hotel guests at Cairo, frequent the fashionable hotels. Villas, indeed, are here so scarce as to be practically unobtainable, the few there are being occupied by the families of the *Corps diplomatique*, high Government officials, etc. In Egypt, indeed, dahabeahs may be said to take the place of villas.

Visitors may be roughly divided into three categories: sightseers and tourists; winter residents and "smart" people generally, akin to the fashionable crowds who throng Cannes and Monte Carlo; and invalids—though the latter class are less numerous in Cairo itself than formerly. To these may be added a leaven of artists, literary people, and Egyptological students.

The tourists are numerically of most importance, but they have little time, and probably less inclination, for taking part in the social life of the European colony, and are not particularly ambitious of being "in the movement." The winter residents, along with the official community—English officers of the Egyptian army and the army of occupation, Government officials and their families—form the Anglo-American colony. Perhaps, as regards the tone of society, though it is rash to dogmatise on such a delicate subject, Cairo rather resembles Nice or Monte Carlo than aristocratic and exclusive Cannes, smartness being the predominant note of the winter residents. From January to April there is an incessant round of receptions, dinner-parties, balls, picnics, gymkhanas, theatricals, tennis-parties, and other social functions.

Amusements.—There is a handsome theatre in the Esbekiyeh, where French plays and Italian operas are performed during the season. These performances are, however, only occasional, for the State subsidy is small,

and compares unfavourably with what it was in the lavish days of the Khedive Ismail. The theatre is often hired by the English residents for charity performances. There are several open-air theatres, or *cafés chantants*, in the Esbekiyeh Square. A military band plays every afternoon during the season in the Esbekiyeh Gardens, or on the terrace of Shepheard's. But it must be admitted Cairo is decidedly deficient in the usual urban recreations—theatres, concerts, etc.—that one finds in most European capitals. Visitors to Cairo will, however, find plenty of amusement in the *al fresco* entertainments which are constantly taking place in the streets, such as the performances of the native jugglers, snake charmers, reciters, minstrels, etc. Then there are the public dancing performances of the Ghawazee, or female dancers. This is somewhat similar to the performances of the Indian Nautch girls, and, as might be supposed, is not a particularly refined spectacle. They take place especially on the anniversary of the birthday of Mohammed, and on return of the pilgrims from Mecca. The best performances take place at the villages up the Nile, such as Luxor and Keneh, where they are specially renowned for their dancing.

Sport.—A fair amount of duck shooting is to be had in the neighbourhood of Cairo by those who know where to go. In the Delta snipe are met with, and near Cairo quails can be shot in February and March. Good pigeon shooting is to be had, and the bag can be made up with a few sand-grouse and red-legged partridge in the desert. For wild-fowl shooting at the mouth of the Nile a boat is almost indispensable. Capital sport is also to be obtained in the Teeneh, where for a lengthened stay tents should be taken. There is very good duck, teal, and snipe shooting here. Big game is scarce, but hyenas and gazelles are found in the desert, though it is necessary to go some distance from Cairo. Sportsmen should be care-

ful about shooting pigeons in the vicinity of a village, or they may get into difficulties with the natives through shooting pigeons which are alleged to be domestic. As in France, no game licence is necessary. There is rather a heavy duty imposed by the Customs on cartridges. But all kinds of ammunition are easily procurable in Cairo.

Objects of Interest.—There is so much to be seen that a bare summary of a few of the principal sights of Cairo must suffice. Tourists intending to spend a short time only in the city will find a dragoman extremely useful. They can be obtained at Messrs. Cook's pavilion, and cost about 6*s*. for a day. (1) The Bazaars.—The principal are situated in the neighbourhood of the Mooskee. As a rule, each bazaar is devoted to the sale of one class of goods only. (2) The Howling Dervishes.—This is one of the recognised sights, and is seldom omitted by the tourist. The performance takes place every Friday afternoon in the Mosque Gamr Kasr-el-Ain. It is a decidedly unpleasant performance to watch—the frenzied actors sometimes falling into genuine epileptic fits—and few visitors care to see it a second time. It resembles a little the performances of the fanatical Aiassoui sect, which occasionally take place at Tunis and Algiers. The Whirling Dervishes also perform on the same day at the Mosque Tekiyet, and both sets of fanatics can be seen on the same day if the visits are well-timed. (3) The Mosques.—As there are some 400 mosques in Old and New Cairo, the most indefatigable sight-seer will probably be satisfied with a visit to half a dozen. The most interesting are El-Azhar, El-Hakim, Sultan Hassan, El-Ghoree, and El-Tooloon. The latter is the oldest, and is an exact copy of the Kaaba at Mecca. The Mosque Mohammed Ali is modern, but is worth visiting, as it contains the tomb of Mohammed Ali. From the top of the pavilion

there is a magnificent view of the surrounding country. A gratuity of 2 piastres for the loan of slippers when visiting a mosque is quite sufficient, though 4 or 5 piastres will usually be demanded. A ticket (obtained through the hotel porter) is required for visiting all mosques. The latter is not always accessible, even with a ticket. (4) The Citadel.—The chief sights are the mosque of Mohammed Ali mentioned above, the Old Mosque (Mohammed Nasr), Mosque of Sulieman Pasha, Joseph's Well, and the famous view from the ramparts. Joseph's Well has, of course, no connection with the Joseph of the Bible, but was dug by command of Saladin, whose Arabic name was Joussoof (Joseph). (5) The Egyptian Museum of Antiquities.—This has now been transferred to a fine fire-proof building close to the Kasr-en-Nil Bridge. Open daily, except Friday, 9 to 4.30, 5 piastres. This museum contains the most interesting and valuable collection of Egyptian antiquities in the world, and travellers may make several visits there with advantage. (6) The Arab Museum, removed in 1903 to a magnificent building in the Bab-el-Khalig, is also well worth a visit, and has many relics of Arab art in the shape of hanging lamps, mushrabiyeh woodwork, etc. There are also some old and valuable enamelled glass lamps, the art of which is now entirely lost. Open daily, 9 to 1, 5 piastres. (7) Tombs of the Khalifs and Tombs of the Mamelukes. (8) Roda Island and the Nilometer.

For the hurried, but conscientious, tourist who wishes to "do" Cairo as thoroughly as possible in a week, the following itinerary, extracted from my "Cairo of To-day," may be found useful.

"*Six Days' Itinerary.*—An energetic tourist, who can only devote a week to the sights of Cairo, can see a good deal, with the minimum waste of time, by adopting the following itinerary:—

"First Day (Monday). Morning: Bazaars, and the Mosques near the Bazaar region (see chapter on 'Mosques'). Afternoon: Tombs of the Caliphs and the Citadel.

"Second Day (Tuesday). Morning: Mosques and Arab Museum. Afternoon: Old Cairo (Coptic Churches, Mosque Amru, Aqueduct) and Roda Island (Nilometer).

"Third Day (Wednesday). Morning: National Museum. Afternoon: Heliopolis, Matarieh, and on return Koubbeh Palace (Station). Frequent trains.

"Fourth Day (Thursday). Morning: Barrage. Afternoon: Small Petrified Forest.

"Fifth Day (Friday). Morning: Pyramids. Afternoon: Dancing Dervishes and Twirling Dervishes. Khedivial Library. Tombs of the Mamelukes. Sixth Day (Saturday). Sakkarah."

What to Omit.—Those who have only a week to spare for Cairo and its sights and excursions should be proof against the persuasions of the guides, and omit these excursions: The Palaces, Ostrich Farm, and Helouan; and devote the time saved to a thorough examination of the Mosques or the Bazaars.

N.B.—For full information on the innumerable objects of interest of Cairo, I may refer tourists to my "Cairo of To-Day" (256 pp., maps and plans. 2*s.* 6*d.* A. & C. Black, Soho Square, London. 3rd ed., 1902), which can be obtained at the principal booksellers' in Cairo, and at Cook's Offices. This guide, which, *teste* the *Spectator*, is "extraordinarily complete and interesting," gives more space to Cairo than other Egypt guides.

Excursions.—*The Pyramids of Ghizeh.*—For this and all other excursions visitors are recommended to entrust the arrangements to the agents of Messrs. Cook & Son. The name of Cook is all-powerful in Egypt, and in Cairo this well-known firm exercises a sway second only to that of the Khedive himself. The excursion should occupy a whole day, and a start—*pace* the guide books—should be made early in the morning, so as to finish the climb (which, though presenting no danger or difficulty if accompanied by two or three Arabs, is extremely tedious) before the sun gets too hot. Of course, the Pyramids can

be "done," and often are, in one morning, but in such a hurried excursion a great deal of the interest and pleasure usually afforded by the trip would be lost. There certainly would be no time to enjoy the magnificent view from the top. Tourists in Egypt seem often to enter upon the work —hard labour, indeed—of sight-seeing as if anxious to emulate the feat of the Chicago millionaire, who used to boast that he had "done all the picture galleries of Europe in a fortnight." The drive to the foot of the Great Pyramid, along a well-made road ten miles in length, and shaded with trees all the way, takes about an hour and a half. Intending climbers have to pay a fee of 3*s.* to the sheikh; but an additional sum, which varies considerably according to the determination and bargaining powers of the tourist, must be paid to the two Arabs told off to assist the climber; and, unless he is experienced and the weather is very calm, a third claimant for "baksheesh" is required. I do not propose to weary my readers with the oft-quoted statistics and comparisons between the area of the Pyramids and that of the other great buildings which are described at considerable length and with the most scrupulous accuracy in most guide books. On reaching the summit, a glorious view bursts upon the vision of the climber. The Delta of the Nile, interspersed with countless channels and rivulets winding about like silver threads, seems to resemble the silver filigree ornaments of Genoa. Looking down at Cairo, from which the silver threads radiate, one is reminded of the fanciful Oriental comparison of the Delta to "a fan fastened with a diamond stud" (Cairo). The spectator's poetical fancies, however, are soon put to flight by clamorous demands for "baksheesh." Great care should be taken in the descent, and even the most experienced mountaineer should not attempt it unaided. If he does, and if there is any wind, he may possible reach the bottom quicker, but with a broken

neck. While resting on the summit, the Arab version of the Cumberland guides' race may be witnessed, as any of the Arab guides for 2*s.* (at first the Arab will magnanimously offer to do the feat for 5*s.*) is quite willing to race up and down the Great and Second Pyramids in ten minutes.

The visit to the interior will be found extremely interesting, but it involves considerable damage to one's clothing and an extra outlay of "baksheesh." At any rate, a visitor should go with a party; as, if he goes alone with the Arab guides, there is always a possibility that they will take advantage of his isolated condition in their demands for "baksheesh."

Excursion to Sakkara.—This excursion will also occupy the whole day, and can be made either by railway from Cairo, or by one of Messrs. Cook's steamers, the latter being the most enjoyable, giving as it does about two hours' trip on the river in each direction; and they usually, during the season, have a weekly excursion to Sakkara. Fare 15*s.* Visitors should take lunch with them. The stopping-place on the river is Bedrachin, and there is a great deal to see in the neighbourhood—first is the site of ancient Memphis; and recently a very fine statue of Rameses II., which had for centuries lain embedded in the mud, has been raised by the Royal Engineers, and exposed to view; and at Sakkara is to be seen the Step Pyramid, Mastaba of Ti, the Serapeum, and Pyramid of Oonas.

Among the many interesting excursions in and around Cairo is that to the Ostrich Farm, and Heliopolis, or the City of the Sun, which is about an hour and a half's drive from the capital. At the Ostrich Farm a small fee for admission is charged.

For geologists, the Petrified Forest will be found interesting. The ride to it is across a portion of the desert beyond the Citadel and the tombs of the Khalifs.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—The leading hotels in Cairo, headed by the historical Shepheard's and the luxurious Continental, can certainly compare favourably with the best hotels of the most fashionable Riviera watering-places. Leaving the United States out of the question, it is not going too far to say that no extra-European city offers such a wide choice of high-class and well-appointed hotels.

In the first rank are the Grand Continental, Shepheard's, Mena House (Pyramids), Savoy, and the Ghezireh Palace Hotel. There is one uniform charge of sixteen *shillings* (not *francs*) a day, for the American system of *pension* charges is almost universal in Cairo. But it must be allowed, as some excuse for these apparently high charges—judged, that is, from a European standpoint—that these prices obtain only during the more fashionable months, January, February, and March. For the rest of the season the daily charge is generally reduced to fourteen shillings to visitors making a stay of several weeks.

Hotel enterprise has been very active of late in Cairo, and during 1898 the decidedly high-class hotel, the Savoy, was built, and also the Eden Palace Hotel. The Savoy is one of the hotels belonging to the George Nungovich Hotels Co. It is designed on the same lines as the Continental, and has attracted a distinctly aristocratic *clientèle*. The situation is excellent. An important feature is the large number of sets of apartments, each fitted with a bath-room. The other hotel, the Eden Palace, is the property of the owner of the old-established Khedivial Hotel, and is reasonably up-to-date in its equipment and appointments.

The most popular of the Cairo hotels are the Continental, Shepheard's, Savoy, and Ghezireh Palace, whose visitors' lists almost suggest a page out of the *Almanac de Gotha*. Yet, as regards the *clientèle*, each has a distinct character of its own; and, if I may attempt a somewhat invidious task, I should be inclined to state that the Savoy is more peculiarly exclusive and aristocratic, while Shepheard's, the Ghezireh Palace, and the Grand Continental are perhaps smarter and the note of modernity is more insistent.

The historical Shepheard's has a world-wide reputation. It must, however, be remembered that not a stone remains of the old Shepheard's, with its world-renowned balcony. The new Shepheard's, completely rebuilt in 1891, lacks these historical adjuncts, but the high reputation for comfort remains, and certainly in point of luxury and refinements of civilisation, in the form of electric lights, lifts, telephones, etc., there can be no comparison with the old Shepheard's. No doubt there was a touch of Oriental romance, and a suggestion of the "Thousand and One Nights," in the time-honoured practice, which formerly obtained at Shepheard's, of summoning the dusky attendants by clapping the hands; but to the matter-of-fact latter-day traveller the prosaic, but reliable, electric bell is an infinitely preferable means of communication.

Shepheard's is *par excellènce* the American hotel, while the Grand Continental is more exclusively English. The latter, too, partakes more of the character of a high-class residential hotel, its numerous elegantly appointed suites of private apartments (some twenty sets) being one of its leading features. It is much frequented by wealthy *hiverneurs* and quasi-invalids.

Shepheard's *clientèle* is distinctly cosmopolitan. Cairo being the starting-point for the Desert, the Nile, the Soudan, and Palestine, and not far off the high road to India and Australia, and also being one of those cities which no self-respecting globe-trotter can afford to omit in his round, it is much visited by passing travellers. The customers of Shepheard's are mainly drawn from this class and from Americans. Those purposing to spend the whole season in Cairo would be more likely to go to the Grand Continental, Ghezireh Palace, or the Savoy. Perhaps the only objection to Shepheard's lies in its situation. It is undoubtedly very central and easy of access, but fronting the main road it is unpleasantly noisy and dusty. In the old days there were compensations in the moving panorama of Oriental life which this crowded thoroughfare presented—a kaleidoscopic procession of Bedouin Arabs from the desert, camels, tattooed negroes, Turks, jewelled pashas ambling past on richly caparisoned mules, mysterious veiled figures, and other fascinating aspects of Eastern life, with a very slight admixture of the vulgarising (artistically speaking) European

element. Now, instead of these picturesque motley crowds, the modern lounger on the famous terrace looks down upon a yelling crowd of donkey boys, guides, porters, dragomans, itinerant dealers in sham antiques, and all the noisy rabble that live on the travelling Briton.

The New Hotel, one of the oldest hotels in Cairo, in spite of its title, has been practically embodied in the Grand Continental.

The Savoy is most sumptuously decorated, and its appointments are quite as luxurious as those of the leading hotels at the fashionable watering-places on the opposite shore of the Mediterranean. Special mention should be made of the excellence of its sanitary arrangements. It is situated in a quiet part of the fashionable Esbikiyeh Quarter, near the English Church, and it is a little out-of-the-way compared with Shepheard's and New Hotels; but it must be confessed that this comparative remoteness of its locality is regarded as an additional recommendation by many of its patrons. An important feature of this hotel is the large number (30) of sets of apartments, to each of which a bath-room is attached. In fact, in proportion to its size, the Savoy has probably a larger number of private bath-rooms than any Egyptian hotel, and in this respect it may be compared to the London Carlton or the Paris Elysée Palace Hotel.

The Ghezireh Palace is a huge establishment which was opened in 1897. It was bought by a syndicate from the creditors of the late ex-Khedive Ismail, and is now one of the International Palace Hotels—a commercial enterprise which is a worthy rival of the Gordon Hotels Trust—belonging to the International Sleeping Car Co. It rivals the Continental or Shepheard's in the costliness of its decoration and the luxury of its appointments. From a medical point of view its strong points are its delightfully rural and at the same time readily accessible situation, and its sheltered position, which effectually protects visitors from the occasional Khamseen winds—rare, no doubt, but still to be reckoned with during the Cairo season. The chief drawback to this ambitious establishment is the presence of mosquitoes in the beginning of the season, owing to the proximity of the Nile. This tends to make the commencement of the season at this hotel somewhat later than at the intra-mural hotels.

As regards its visitors the Ghezireh Palace is rather more cosmopolitan in character than the Continental, and in this respect it resembles Shepheard's.

The charming gardens and park deserve special mention. Probably no hotel in Europe can compare with Ghezireh Palace in this respect. A striking feature of the pleasure-grounds is the kiosque, which serves as a kind of casino, with ball-room, billiard-room, restaurant, etc. This is evidently modelled on the Alcazar of Seville, and according to Baedeker is the finest modern Arabian structure of its kind. In front are a lake, fountains, aviaries, etc., while between the kiosque and the Shubra Avenue—the fashionable drive of Cairo—is an ornamental park laid out with considerable taste. Then there is a terrace fronting the Nile which makes a particularly pleasant lounge with its views of the ever-varying river traffic.

Certainly there is room for an extra-mural hotel at Cairo, with its swarms of invalids increasing year by year who invade Egypt for the winter, and it should appeal not only to this numerically important class, but also to sportsmen, owing to its vicinity to the racecourse and the Sporting Club grounds.

It may perhaps be thought by critical readers that a disproportionate amount of space has been devoted to the principal Cairo hotels. But Cairo in this respect is different from other winter stations, the hotel guests playing a larger part in the social life than on the Riviera. Shepheard's or the Continental might, indeed, be said to take the place of the Casino or Kursaal of continental watering-places. Each serves as a kind of social focus or rallying-place of the English community, and to a certain extent as a link between the winter residents and the tourists. Indeed, a lengthened stay at either of these fashionable hotels may almost be regarded, like membership of the *Cercle Nautique* at Cannes or the Union Club at Malta, as a passport into Cairo society. Shepheard's is, in short, almost as much a cosmopolitan residential club as an ordinary hotel—a club, too, without its usual drawbacks of an entrance fee and risk of blackballing.

This unique feature is especially indicated by the numerous notices of entertainments and social functions which are posted up in the entrance hall. Side by side with the advertisement

of a polo pony or hack for sale, or of a dahabeah to let, may be seen a list of the meetings of the Turf Club, a notice of a forthcoming gymkhana, a charity bazaar at the English Agency, or a fancy dress ball at the Continental. Then English officers quartered at Cairo seem by prescriptive right to have the run of Shepheard's, and even the General Orders are posted here as conspicuously and as regularly as at Kasr-en-Nil or Abbasieh Barracks.

In addition to the Cairo hotels there is a popular and fashionable hotel (the Mena House) at the Pyramids.

Mena House is a large (160 rooms) and well-equipped establishment, which has found favour with our compatriots. No doubt those with the artistic sense highly developed will enlarge on the enormity of building a huge modern hotel in the midst of such incongruous surroundings, in the close vicinity of the immortal Pyramids and the mystic Sphinx; but it must be admitted, if I may be permitted to act as *advocatus diaboli*, that if the Pyramids had to be vulgarised they could not have been vulgarised better, or less, by the English capitalist who is responsible for the undertaking. The origin of Mena House (called from Menes, one of the kings of the earliest Egyptian dynasty) is curious. Some dozen years ago an Englishman in delicate health came to Egypt. He built a tiny house under the shadow of the Pyramids. Finding the air beneficial, he began to erect a small sanatorium, hoping that invalids like himself might resort there, and gain a longer lease of life. But before the plan was matured he died. Mr. Locke-King bought the property and determined to start an hotel. The undertaking grew under his hands, and now Mena House may be considered to rank as one of the leading hotels in Egypt. Mr. Locke-King, however, no longer owns the Mena House, having transferred his interest therein to a syndicate. It is well spoken of, and the rooms are furnished in good taste. It is well appointed and is furnished with a large swimming bath, English billiard table, library, etc. Golf links are also duly advertised among its numerous attractions for visitors, though, considering the general lay of the desert surrounding the Pyramids, "sporting hazards" must be too plentiful even for the most determined devotee of the royal and ancient game, and the laying out of anything

approaching to a putting green must have presented almost insuperable difficulties.

The *pension* terms vary from fourteen to sixteen shillings a day, according to the season. There is a resident chaplain and doctor. The hotel can now be reached in half an hour from Cairo by the new electric tramway. In 1898 Mr. Locke-King, the former proprietor, bought back the hotel from the syndicate who had controlled it for the last few seasons.

The Mena House is popular with visitors of sporting tastes, as tolerable quail shooting can be had in the spring within a few minutes of the hotel. The wild-fowl shooting on Lake Mansureh (half-way between Tanta and Damietta) has recently been leased by the proprietor of the hotel for his guests.

The second category includes more moderate-priced hotels, with a charge of twelve shillings a day—viz. Angleterre, Eden Palace, Bristol, Royal, and Du Nil. The Hôtel d'Angleterre is a favourite resort of English and Americans, while the two latter have a large proportion of French and Germans among their guests. It is a particularly comfortable and well-managed house, and is under the same proprietorship as the Grand Continental. It has recently been rebuilt, and is furnished with all modern conveniences—lift, electric light, etc.—in fact it is a second Continental on a more modest scale, and may be regarded as a *succursale* or *dépendance* of the parent establishment. The Eden Palace is one of the newest (opened 1897) of the Cairo hotels, and is one of the largest (200 rooms). The Hôtel Royal may be said to have some claims on the gratitude of Englishmen. During Arabi's rebellion all the hotel-keepers, save the landlord of the Royal, decamped. Thus, after the victorious campaign, the English officers would have fared badly had not the doors of the Royal been open to them. This hotel has a good reputation for its *cuisine* and moderate charges. Its *clientèle* is mainly French and Russian. The Hôtel Bristol was built in 1894. It has a good situation, facing the Esbekiyeh Gardens. It has electric light and is furnished with a lift. There remains the old-established Hôtel du Nil, handicapped considerably, however, by its situation close to the malodorous street known as the Mooski. This hotel, well known to scholars, literary men, and Egyptologists, boasts of a famous garden, one of the most

beautiful and striking in Cairo. In the opinion of many of its guests, this lovely pleasure ground, which shuts off all noises from the crowded streets, almost compensates for its proximity to the native quarter.

The third group of hotels, with prices from ten shillings downwards, consists of the Métropole, Villa Victoria, and Khedivial. Of these the two former are most frequented by English travellers. These are more of the class of hotel pensions than those I have described above.

There are several boarding-houses or private *pensions*, such as English Pension (8, Sharia Genaineh), Villa Fink, Villa Konig, Villa Couteret, and Pension Suisse. The prices are certainly very moderate for Cairo (eight to ten shillings a day), but they cannot be unreservedly recommended to English visitors, as, except the first-named, they are frequented chiefly by Germans.

The hotels Shepheard, Royal, Du Nil, and many of the cheaper houses, are kept open all through the year. The above, with Ghezireh Palace, Mena House, d'Angleterre, Villa Victoria, Metropole, and Bristol, accept Cook's hotel coupons.

Speaking generally, the standard of accommodation, service, attendance, and *cuisine* at the best hotels is high. The service, in especial, is more plentiful than at hotels of similar standing in Europe, owing mainly to labour being cheap. The fashionable hotels are no doubt expensive, but then it must be remembered that they cater for a richer class of visitors, taken as a whole, than would be found at most of the winter resorts of the South of Europe. Those who wish to spend the winter in the South with the strictest economy rarely visit Egypt. Not only is the daily *pension* charge high, but the incidental items in the hotel bills are very expensive. For instance, the price for washing a dozen collars or handkerchiefs would be 3*s*., for the charge is irrespective of size, and collars are charged as much as shirts. Ladies fare worse, the average charge per dozen articles being 4*s*. Tips, too, rule higher than in European hotels. But the most objectionable feature in Egyptian hotel life is the universal *baksheesh* system, which seems to find particularly congenial soil in the Cairo hotels. It is, however, advisable for hotel visitors to conform to this custom of the country, if they care for their personal comfort.

Apartments can be obtained by the month in the Esbekiyeh quarter and elsewhere. The rents are very high. The charges for a bed and sitting room vary from 120 fr. to 175 fr. a month. An arrangement as to board should be made at some neighbouring restaurant. "Only those conversant with the language of the country should attempt to keep house for themselves with native servants" (Baedeker). Furnished villas can be rented for the season, but the terms are high. The usual rent for a furnished villa with ten rooms in the Ismailia quarter is from £30 to £40 per month. A few flats have recently been built, and are in demand. The villas are mostly of European architecture, not Moorish, as in Algiers.

Helouan, however, only half an hour by train, may almost be considered a suburb of the Egyptian capital. Here plenty of villas are to be obtained at fairly reasonable rents (see next chapter).

Banks.—Imperial Ottoman Bank, Sharia (Street) el-Maghraby; Bank of Egypt, Sharia Kasr-en-Nil; Anglo-Egyptian Bank, Sharia Kasr-en-Nil; Credit Lyonnais, near the Post Office; Thos. Cook & Son (Egypt), Limited, Shepheard's Hotel.

Baths.—Hammam Schneider, near Shepheard's Hotel. Swimming bath, 5 p.; * Turkish bath, 16 p. Open from 7 to 10 a.m. for gentlemen, and 10 a.m. to noon for ladies. Swimming bath at Mena House (see Hotels).

Cafés and Restaurants.—There are several good *cafés* and *cafés chantants*, such as Café Egyptien, close to Shepheard's, the Eldorado, Rue Esbekiyeh (native dancing girls). The best are in the Esbekiyeh Gardens. Usual charge for a cup of coffee or glass of lager beer is two piastres. There is a high-class Restaurant, the Savoy, in connection with the Savoy Hotel. Santi's, in the Esbekiyeh Gardens, is a good and old-established restaurant. Dinners sent out. Lunch, 3 fr.; dinner, 3½ fr. Board (lunch and dinner) is also arranged for at a charge of 130 to 180 fr. a month. St. James's Grill Room in the Sharia el-Maghraby; Grill Rooms also at Shepheard's, Grand Continental, Ghezireh Palace, and Savoy Hotels. Luncheon bars at the Savoy Buffet (distinct from the Savoy Restaurant), New Bar,

* Throughout this Egyptian section p. is used as the abbreviation of piastre (worth about 2½*d.*).

and Sphinx, all in the Esbekiyeh quarter. Here Allsopp's and Bass's ale and American drinks can be had. French billiard room at most of these establishments. Charges: day 4 p. and night 6 p. per hour. Bodegas at Hotel Royal and opposite Shepheard's.

Chemists.—Anglo-American Pharmacy (Dr. Küpper's), Place de l'Opéra; New English Dispensary, Place de l'Opéra (English diploma); Roberts' English Pharmacy, Sharia el-Maghraby; London Pharmacy (Myrialaki), near the Grand Continental Hotel (agent for Bayley & Co.'s perfumery and toilet soaps).

English Churches.—All Saints', near the Hôtel d'Angleterre; chaplain, Very Rev. Dean Butcher. Sunday services, 6.30 a.m., 10.30 a.m., and 6 p.m. St. Mary's, opposite the Bank of Egypt. Chaplain, Rev. N. Odeh. There are also a Presbyterian church, Sharia Kasr-el-Nil (Minister, Rev. A. C. W. Saunders, B.D.), and two Roman Catholic churches.

Clubs.—Turf Club, Sharia el-Maghraby; Khedivial Club, 22, Sharia el-Manakh; Khedivial Sporting Club, Sharia el-Madaberh (town house) and Ghezireh. Subscriptions: November to April £3 (non-players £1), month £1 (non-players 10*s.*) "Splendid golf links are here, five good asphalte tennis courts, four well-kept grass croquet lawns, besides polo fields, a cricket ground, and the racecourse with its grand stand and paddock inclosure. A series of tournaments of tennis, golf, and racquets, with gymkhanas, take place during the season."

Ladies' Club.—Opposite Savoy Hotel. Subscription, £1.

English Consuls.—See Official Directory.

Conveyances.—*Cabs* (often with two horses).—By the course (within the walls), 4 p. By time, 6 p. an hour or less. Over one hour, 2 p. each quarter of an hour. Each article of luggage carried outside, 1 p. On Fridays and Sundays the drivers expect rather more. *N.B.*—These official tariffs are practically a dead letter among English visitors, and must be considered as approximate only. The tariff for the whole day is 60 p., but only within three miles of the General Post Office.

There is a special tariff for the following drives: Polo Ground (Ghezireh), single 5 p., return 15 p.; Abbasieh Barracks, single 7 p., return 15 p.; Citadel, single 7 p., return 15 p.; Ghezireh Race-stand (race days), single 10 p., return 30 p.; Tombs of the

Caliphs, single 10 p., return 30 p.; Zoo (Ghizeh), single 10 p., return 20 p.; Heliopolis, single 20 p., return 40 p.; Pyramids, single 50 p., return 77 p.; Kasr-el-Ain ("Howling Dervishes"), single 6 p., return 15 p.; Old Cairo, single 10 p., return 20 p. A halt of one to three hours at destination is allowed.

Bargaining is however, advisable, as the Cairo cab-driver will occasionally take less, especially if the visitor speaks Arabic. A gratuity of about 10 per cent. of the fare is usually expected from strangers.

"The ordinary Arabiya driver does not know the names of many of the streets as they are indicated in the maps, and he cannot read them. But by using the map, and saying "yaminak" for right, and "shemälak" for left, the ordinary traveller can go about Cairo without the aid of a guide."—Macmillan's "Palestine and Egypt."

Donkeys.—A good way (though decidedly unfashionable) of getting about the native quarters of Cairo is to hire a donkey by the hour (3 or 4 p.), or by the day (10 to 12 p.), using the donkey boy as a guide. These donkey boys are one of the recognised institutions of Cairo. They are a smart and intelligent set of lads, and, as a rule, very obliging and communicative. They have a playful habit of christening their donkeys with the names of English celebrities, both male and female—a somewhat equivocal compliment.

Electric Tramways.—Five lines have now been opened, all (except the line for the Pyramids) starting from or passing the Esbekiyeh: (1) Esbekiyeh to the Citadel; (2) Esbekiyeh to the Principal Railway Station and Abbasieh; (3) Esbekiyeh to Kasr-en-Nil (Great Nile Bridge), Old Cairo; (4) Esbekiyeh to Boulaq. Fares for the whole distance, 1 p. first, and 8 mill. second class, with a minimum charge of 6 and 4 mill. respectively; (5) A line from the Ghizeh side of the Great Nile Bridge was opened in October 1898 to the Ghizeh Museum (now removed to Cairo) and the Pyramids. Every 40 minutes from 7 a.m. to 7 p.m. Fares, 3 p. first class, 1½ p. second class.

Saddle-horses.—The usual charge is 30 p. the half-day and 50 p. the whole day.

Carriages.—Victorias and dogcarts can be hired at the Cairo office of the Mena House Hotel, or at Shepheard's, the Grand

Continental, or Ghezireh Palace. The usual charge is 50 p. for the morning or afternoon, and 80 p. for the whole day. Ladies' saddles can be had for 4 p. a day or 20 p. a week.

Cycles.—These can be hired of Messrs. Moring & Co., near Continental Hotel; Baiocchi (gunsmith); A. Joubert, Avenue de Boulaq; and at the Cycling Club.

Dahabeahs can be hired from Messrs. Cook (by far the best selection), and also from Mr. Thubron at Boulaq. Steam dahabeahs can also be hired from Messrs. Cook, or bought of J. H. Wilson, Sharia el-Manakh.

English Dentists.—Waller Bey, Mooski; Dr. C. F. Faber (American), opposite Shepheard's; Dr. V. H. Richard (American), Sharia el-Manakh.

English Doctors.—H. Madden; H. M. N. Milton, M.B., Sharia Kasr-en-Nil; A. A. W. Murison, M.B., Sharia Kasr-en-Nil; F. M. Sandwith, M.D., Sharia el-Maghraby; W. H. Wilson, M.B., Pension Tewfik.

Dragoman for the Nile Trip.—Best to apply to Messrs. Cook, or to the hotel manager. In Murray's Guide a useful list of well-recommended dragomans is given. For ordinary guides, or *valets-de-place*, 30 to 40 p. a day is the usual charge.

English Stores.—Walker, Meimarachi & Co., Ld. (the Egyptian Supply Stores), near Royal Hotel; Mortimer & Co., 24, Sharia el-Maghraby; Fleurent, opposite Credit Lyonnais.

Forwarding Agents.—H. Johnson & Sons, Sharia Kamel; H. Crozier, Sharia Kamel.

House Agents.—Congdon & Co., Sharia Kasr-en-Nil.

Language.—English, French, and Italian are understood in the principal hotels and shops. The donkey boys, too, can generally add a fair smattering of English to their other accomplishments. Tourists and sportsmen intending to travel in the interior are recommended to learn a few ordinary phrases in Arabic, or they will be absolutely dependent on their dragoman. One of the most reliable phrase-books is Marlborough's "Egyptian (Arabic) Self-taught," price 2*s.*, to be obtained at Cook's offices in Cairo.

Living Expenses.—As might be supposed from the hotel charges, Cairo is not a cheap place to winter at. Provisions and necessaries are rather dear, and curiosities, bric-à-brac, etc., extremely so, if time is not taken to bargain for them. The

rents of villas and apartments are very high, and even a bed and sitting room (in the European quarter) would cost at least £7 to £8 a month.

Money.—French and English money is usually accepted at the principal hotels and shops, but the legal currency is confined to Egyptian coins. The unit is the piastre (10 milliemes), which is worth 2½*d.*, and 100 piastres are equal to one Egyptian sovereign; but in official accounts only Egyptian sovereigns and milliemes are reckoned, piastres being ignored. An English sovereign is usually reckoned as 97½ piastres, and the usual rate of exchange for a French louis is 76½ to 77 piastres.

The Egyptian pound (E.£1) is equivalent to £1 0*s.* 6*d.* The Egyptian coins most in use are 10, 5, 2, and 1 piastre in silver, and 1, 2, and 5 milliemes in nickel; and there are also copper coins of ¼ and ½ millieme (usually obtainable only at the money-changers'), which will be found useful in dealing with the innumerable beggars of Cairo. These coins are sometimes called one and two paras respectively. English sovereigns are universally accepted at the rate of 25 fr., but francs are sometimes refused. "The difficulty of calculation in this coinage is increased by the fact of popular reckoning by piastres being at *current value*, usually half the tariff standard; in a bazaar one is asked 20 piastres when 10 of legal coinage is really meant" ("Where to go Abroad," A. & C. Black).

Newspapers.—An English society weekly, called the *Sphinx*, was started in 1893. Price 2 p. Very full Society information. The *Egyptian Gazette*, published daily at Alexandria, is, however, the only English daily newspaper published in Egypt.

Nursing Institute for Private Nurses.—Hon. Sec., Dr. F. M. Sandwith.

English Nursing Home (near the Hôtel Continental).—Directress, Miss James. The Victoria Hospital is a paying hospital. Hon. Sec., Dr. Murison.

Official Directory—

The Khedive, His Highness Abbas Hilmi II.

English Minister-Plenipotentiary, Earl Cromer, G.C.B., British Agency, Kasr-el-Dobara.

English members of the Government:—

Adviser on Internal Affairs, Machell Bey; Financial Adviser,

Vincent Corbett; Judicial Adviser, Malcolm M'Ilwraith; Director of Public Works Department, Sir W. E. Garstin, G.C.M.G.

British Consul, A. D. Alban, 14, Sharia el-Maghraby.

General commanding Army of Occupation, Major-General John Slade, C.B., Sharia Kasr-en-Nil.

Sirdar of the Egyptian Army, General Sir Reginald Wingate, K.C.B.

U.S. Consul-General, Hon. T. S. Harrison.

U.S. Vice-Consul-General, E. Watts.

Passports.—These are no longer necessary for travelling in Egypt, but foreigners making a long stay are expected to register themselves at their respective Consulates.

Postal Arrangements.—The Principal Post and Telegraph Office is in the Esbekiyeh Square. Open from 7 a.m. to 6 p.m. (later on days of arrival of foreign mails). Branch offices at Shepheard's, Ghezireh Palace, and Continental Hotels. Cairo is five to six days from London by post; but since the new Brindisi-Port Said express mail service of the P. & O. Co. letters have occasionally arrived in Cairo within $4\frac{1}{2}$ days after leaving London. Letters $2\frac{1}{2}d.$ the $\frac{1}{2}$ oz.

The principal mails from Europe arrive at Cairo on Tuesdays, Thursdays, and Sundays.

The principal outgoing mails close on Sundays or Mondays, usually at 10.45 a.m. (but sometimes earlier or later).

Wednesdays at 10.30 p.m.
Saturdays ,, 9.— a.m.

Parcels.—By sea, not over 3 lb., 1*s.*; between 3 and 7 lb., 2*s.*; between 7 and 11 lb., 3*s.* They are made up in London for despatch by the P. & O. steamers every Wednesday. By France, 2*s.*, 3*s.*, and 4*s.* respectively. Usual time of transit, two to three weeks.

Telegrams.—To England from Cairo, 1*s.* 10*d.*; from Alexandria, 1*s.* 7*d.* a word. Local telegrams cost 2 piastres for eight words. Head office of Egyptian telegrams, 25, Sharia Kasr-en-Nil, with branches at Shepheard's and Ghezireh Palace Hotels. The foreign telegraph office is at 15, Sharia el-Manakh.

Railway Stations.—Central Station, beyond the Ismailia Canal, close to the Cairo end of the Shrubra Avenue; station for

Abbasieh, near the Central Station, but on the opposite side of the Canal; station for Helouan, close to Bab-el-Luk Square.

Reading Rooms and Circulating Library.—Diemer's Library, Shepheard's Hotel Buildings.

English Sanitary Engineers.—Mr. John Price; Mr. W. Hamilton, Kasr-en-Nil.

Shops.—The following are a few of the principal shops which can be recommended to visitors:—

Baker.—E. Kienzle, Thewfikieh.

Booksellers.—Diemer, Shepheard's Hotel Buildings; C. Livadas, "The Tourist," opposite Shepheard's Hotel; Barbier, Sharia el-Manakh; Zachariah, opposite Shepheard's; Penasson, adjoining Crédit Lyonnais.

Bootmakers.—Calligopoulos, next Cook's Offices; Karmann Brothers, entrance of the Mooski.

Cigarette Manufacturers.—H. & G. Flick, New Hotel Buildings; Dimitrino, opposite Shepheard's; Ed. Laurens, opposite Splendid Bar; N. Giannaclis, Mooski; Kyriazi Frères, Mooski; H. & G. Flick (Havanna cigars).

Confectioners.—Gyss, Place de l'Opéra; Mathieu, Esbekiyeh.

English Drapers.—Davies, Bryan & Co., New Hotel Buildings; Mrs. Cole, London House, opposite the Opera House.

Dressmakers.—Mme. Cécile, Crédit Lyonnais, Esbekiyeh; Miss Roberts, opposite Shepheard's; Mrs. Farrow, Sharia el-Manakh; Mme. Hoüel, Sharia Abd-el-Aziz.

Florists.—Eggert, next Cook's Offices; Stamnis, Grand Hotel.

Glovers.—Paschal & Co., Rue Esbekiyeh.

Gunsmith.—M. Baiocchi, Exchange Square.

Hairdressers.—S. Legana, New Hotel Buildings; De Luca.

Ladies' Hairdresser.—Mme. Schauper, 24, Kantaret el-Dikkah.

Hatter.—Boni, Place de l'Opéra.

Livery Stables.—Bonnici (saddle-horses), behind Shepheard's Hotel; Amato, near Victoria Hospital.

Milliners.—Mme. Aug. Pétot & Co., Esbekiyeh.

Oriental Wares.—Malluk & Co. (carpets), Place du Mooski; J. Parvis (bronzes and mushrabiyeh); Cohen, Khan Khalil (rugs and carpets); E. Hatoun, Mooski.

Outfitters.—Davies, Bryan & Co., New Hotel Buildings; Paschal & Co., Rue Esbekiyeh.

Photographers.—Heyman (portraits), Lekegian (Kodak goods), both near Shepheard's Hotel; Diradour, Opera Square (Kodak goods).

Saddlers.—F. J. Sauer; G. Heath.

English Tailors.—Lawson, Philip & Co., 19, Sharia el-Manakh; Collacott, Sharia el-Manakh.

Watchmakers and Jewellers.—Buys-Badollet, opposite Shepheard's Hotel; L. Kramer & Co., Rue Mooski.

Wine Merchants.—Walker, Meimarachi & Co.; E. J. Fleurent, opposite Crédit Lyonnais.

Shopping in Cairo is much simplified owing to many of the best shops being in the streets Sharia Kamel, Sharia el-Maghraby, and Sharia el-Manakh, which lead out of the Place de l'Opéra, or in the Place de l'Opéra itself.

English Solicitor.—R. F. Wilme, Sharia el-Maghraby.

Tourists' Agencies.—Messrs. Cook & Son, The Pavilion, Shepheard's Hotel; Max Müller, Continental Hotel (Agent for Lunn & Perowne); International Sleeping Car Co.'s Agency, Sleeping Car Office and Maison Debbane, Rue Bab-el-Hadid.

BOOKS OF REFERENCE.

The following list (abridged from the Bibliographical Section in "Cairo of To-Day") includes some of the principal popular books of travel in Egypt published within the last few years. A few of the standard works of reference are also included. Within the last two or three years many important additions have been made to the bibliography of Egypt, among them being "The Nile Quest," by Sir H. H. Johnston (1904), "The Binding of the Nile" (1904), by Sydney Peel, and "Pyramids and Progress' (1902), by John Ward.

Adams, Francis. "The New Egypt." 5*s.* 1893. Unwin.

Alford, Lieut. "The Egyptian Sudan: its Loss and Recovery." 1898. 10*s.* Macmillan.

Appleton, T. G. "A Nile Journal." 6*s.* Macmillan.

Baedeker. "Egypt." 15*s.* 1902. 89 Maps and Plans. Dulau. This replaces the edition in two vols. Thoroughly reliable.

Beaman, A. H. "Twenty Years in the Near East." 10*s.* 6*d.* 1898. Methuen.

Bell, C. F. Moberley. "From Pharaoh to Fellah." 16*s.* 1889. Wells, Gardner & Co.

Bentley, A. J. M., M.D., "Wintering in Egypt." 3*s.* 6*d.* Second Edition. 1896. Simpkin, Marshall & Co.

Bradshaw. "Handbook for India, Turkey, and Egypt." 5*s.* Adams.

Brugsch Bey. "Egypt under the Pharaohs." Third Edition. 18*s.* Murray.

Budge, E. A. Wallis, M.A. "The Nile: Notes for Travellers in Egypt." Fourth Edition. 1895. Cook & Son. This useful work of reference is not for sale, but is written solely for Egyptian tourists travelling under Messrs. Cook's arrangements.

Burleigh, Bennett. "Sirdar and Khalifa." 12*s.* 1898. Chapman.

Butcher, E. L. "The Story of the Church of Egypt." Two vols. 16*s.* 1897. Smith, Elder & Co.

Cameron, A. D. "Egypt in the Nineteenth Century." 6*s.* 1898. Smith, Elder & Co.

Canney, H. E. Leigh, M.D. "The Meteorology of Egypt and its Influence on Disease." 1897. 3*s.* 6*d.* Ballière. The best book published on the climate of Egypt.

Cassell & Co. "The Picturesque Mediterranean." Two vols. £4 4*s.* 1891. The Chapter on Egypt by E. A. Reynolds-Ball.

Cook's "Handbook for Egypt." With Maps, 359 pp. 6*s.* 1897. Thomas Cook & Son. Admirably compiled.

Curzon. "Monasteries of the Levant." 1*s.* 1897. G. Newnes.

Ebers, G. "Egypt: Descriptive, Historical, and Picturesque." Translated by Clara Bell. Two vols. 42*s.* 1887. Cassell & Co., Limited. Considered a classic, and many modern travel-writers have laid this work under contribution.

Edwards, A. B. "Pharaohs, Fellahs and Explorers." New Edition. 18*s.* 1893. Osgood. A most exhaustive and conscientious work, and, although written many years ago, it is still the best popular introduction to Egyptology.

—— "A Thousand Miles up the Nile." Third Edition. 7*s.* 6*d.* Routledge.

Fullerton, W. M. "In Cairo." 3*s.* 6*d.* Macmillan.

Gordon, Lady Duff. "Last Letters from Egypt." An admir-

able series of letters describing Luxor before it became a fashionable winter resort. 9*s*. Second Edition. Macmillan.
Halil, J. K. "Cairo and Egypt." 1898. 1*s*. Simpkin.
Joanne. "Egypte." 30 fr. Hachette. The best French guide-book on Egypt published. New Edition in the press.
Kinglake, A. W. "Eothen." 1*s*. 1897. Blackwood.
Lane, E. W. "Modern Egyptians." 3*s*. 6*d*. Lock.
Lane-Poole, Stanley. "Egypt." 3*s*. 6*d*. S. Low & Co.
—— "Cairo: Sketches of its History and Social Life." Second Edition. 6*s*. 1897. Virtue.
Loftie, Rev. W. "A Ride in Egypt from Assiout to Luxor." 1879.
—— "Orient Line Guide." Fifth Edition. 1894. 2*s*. 6*d*. S. Low.
Lunn, Rev. H. S., M.D., and E. A. Reynolds-Ball. "How to Visit the Mediterranean." 10*s*. 6*d*. 1896. Horace Marshall.
Madden, J. M., M.D. "Health Resorts in Europe and Africa." 3*s*. 6*d*. 1888. Sonnenschein.
Manning, Rev. Samuel, D.D. "The Land of the Pharaohs." New Edition. 1897. 8*s*. Religious Tract Society.
Mariette Pasha. "Outlines of Ancient Egyptian History." Edited by M. Broderick. Second Ed. 1892. 5*s*. Murray.
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CAIRO AS A HEALTH RESORT.

By F. M. Sandwith, M.D., M.R.C.P.

Arrival.—Patients are not advised to reach Egypt before November, as the climate of October is hot and damp, and mosquitoes abound. A railway from Port Said to Ismailia has recently been constructed. Visitors are strongly advised to disembark at Alexandria, or failing that, at Port Said, so as to avoid any risk of being landed by night at Ismailia.

Departure.—Lung patients should not leave Egypt before the middle or end of April, in spite of occasional hot days. Rheumatic patients should arrange to stay in Cairo till the end of May, or even later, to get the full benefit of dry heat. Every spring a certain number of patients suffer by returning too early to the comparative cold of Europe.

Clothing.—Many patients err on the side of not bringing sufficient warm clothing with them. The Egyptian cold must be felt to be believed in, and ulsters, rugs, and fur cloaks are wanted every winter.

Diseases suitable for Egypt.—Consumption (most cases), asthma, and chronic bronchitis. Cases convalescent from influenza, pneumonia, and pleurisy. Chronic nasal and pharyngeal catarrh, and Eustachian deafness. Cases of mental strain, breakdown, and irritability from overwork. Insomnia not dependent on heart disease, Bright's disease in all its forms except acute, and albuminuria generally. Chronic rheumatism, rheumatoid arthritis, gout, and associated lithiasis and renal colic. Dyspepsia, hysteria, alcoholism, hypochondriasis, neurasthenia, early cases of spinal disease. Children with strumous tendency or adenoid growths. Laryngitis, clergyman's sore throat, and all kinds of anæmia. The obvious advantage which Egypt has over many health resorts is that the invalid while out of doors can occupy his time with unrivalled opportunities of sight-seeing.

Diseases unsuitable for Egypt.—Consumption with very acute symptoms, or diarrhœa, or repeated pleurisy, or ulceration of trachea, or active disease of both lungs, advanced heart disease, fatty heart, angina pectoris, aneurism, dysentery, chronic diarrhœa, acute diabetes, neuralgia, advanced spinal disease,

general paralysis, and any form of insanity which is likely to become acute.

Patients who are seriously ill, or who are apt to suffer from home sickness, should not be encouraged to travel alone to any resort so distant as Egypt.

Climate.—To save space, it is only necessary here to consider the seven winter months from November 1st to May 31st. The barometer seldom varies, though there is a steady fall from 29·99 in December to 29·82 in April. Rain amounts to one inch and a quarter, the number of days upon which drops or showers fell being about fifteen. Clouds during January and February reach a maximum of 4 upon a scale from 0–10. The prevalent wind is from the north or north-west, and is never sufficiently fierce to keep patients within doors. The Khamseen blows from the south-west desert during March and April, seldom for more than two days in a week. It is unpleasantly hot and dusty while it lasts, and drives many visitors away from Cairo. The following table, drawn up from my own observations, shows the temperatures to which patients may be exposed. It is based on the principle that a sick man need not concern himself with the minimum *outdoor* temperature of a place, for that is always at an hour when he ought to be safe in

1890–92.	Temperature, Fahr.		Rain.	Khamseen Wind.
	Average Maximum in Shade.	Average Minimum in Bedroom.		
	deg.	deg.		
November . .	75	...	...	...
December . .	69	60	4 days	...
January . . .	67·4	59·8	Showers 4 days	...
February . .	68·3	59·7	Showers 2 days	2 days
March . . .	76	63·2	Drops 1 day	3 days
April . . .	84·5	67·6	Drops 2 days	7·5 days
May	91·7	72	...	5·5 days

bed. The vital information for him is the average maximum shade temperature out of doors, together with the average minimum bedroom heat, and the daily range between them. It will be noticed that there is no very serious range until the hot weather begins. My bedroom records have purposely been taken in a north room with door wide open, never visited by the sun, unoccupied at night, and unwarmed by artificial light. This, therefore, gives the greatest cold to which a patient can be subjected unless he opens his bedroom windows. A prudent invalid would, of course, eschew a north room, and would warm the air by lamp or candles on going to bed. Thus he would raise my minimum results some four degrees, and reduce the range of temperature considerably. It is interesting to note that my minimum results, within two or three degrees, correspond with the mean temperature of the month. During April and May it is, of course, easy to refrain from going out at the hottest time of the day. Thus it is evident that patients can spend six months in Cairo in a temperature which need only vary from 63° to 80°.

The shortest days in December give us ten hours' daylight, or three hours longer than in England.

Water Supply.—Drinking-water compares favourably with that supplied to London, and can therefore be safely drunk after filtration through native filters. Ice is made from distilled water by the Water Company. The best hotels in Cairo are now furnished with the Chamberland-Pasteur filters.

Drainage.—The preliminary surveys are now being made for a universal system for the town. In the meantime, the best hotels and houses frequented by the English are furnished with cemented cesspools outside the house, which are carefully trapped and ventilated, and emptied by an odourless pneumatic system. The old-fashioned houses and hotels, together with all mosques and bazaars, are insanitary. The streets are kept successfully clean and watered by the Government.

Diseases to which Visitors are liable.—Diarrhœa, generally quite mild, but generally of a dysenteric form, is liable to attack those who take a chill from imprudent exposure after sunset, in clothing suited to noonday sun. This diarrhœa is due to chill, not to drinking-water. There is no risk from ague or

other malarial fever to people not already subject to it. Typhoid fever is rare among visitors. Of seven cases among the English during the winter of 1891–2, three were imported by visitors from England, Syria, and Constantinople, two were contracted by nurses in attendance upon them, and the remaining two (one being a visitor) originated in Cairo. Dengue does not occur during the winter. Influenza is a milder disease than in Europe, and is not dangerous to life. A case of small-pox among visitors does not occur more than once in two or three years. The same applies to diphtheria. Ophthalmia in any bad form is very rare, but in a mild form may be common among those who are careless about keeping their eyes clean.

Phthisis.—One hundred and four visitors suffering from undoubted consumption have passed through my hands during the past six winters; of these seventy-two have improved, eighteen have remained stationary, seven have grown worse, and seven have died. The seven deaths included a case complicated by progressive muscular atrophy, and six who arrived in the last stage of lung disease. Throat patients as well as lung invalids do well in Egypt, if kept indoors at night.

Hæmoptysis is an uncommon event.

Asthma.—Most patients have a remarkable immunity from attack, except those due to their own indiscretions. Chronic bronchitis invalids improve.

Rheumatism.—The value of Egypt as a winter resort for chronic rheumatism and rheumatoid arthritis would seem to be too little known. During the last five winters I have seen twenty-three cases, some of which were completely crippled by rheumatoid arthritis. Three of them remained stationary, but there was a decided improvement in twenty.

Nurses.—Two English nurses live at the nursing home of Kasr el-Aini Hospital, and there are several private nurses in Cairo, all for the benefit of visitors and residents who prefer to be treated in their own homes or hotels. There are also two English nurses at the Victoria Home in Alexandria who are sometimes available for work in Cairo.

Claughton House is a private nursing home in Cairo, where some five or six patients can be treated by their own physician, and can be tended by English nurses. There is also a German

Hospital where private patients are received, and where they have the choice of a German or an English medical man.

Pyramids.

Life at the large hotel (Mena House) here, numbering some 120 bedrooms, is for those who wish for purer air than that of crowded Cairo, but who desire to be within driving distance of their friends, and who dread the occasional monotony of Helouan. The Sphinx and the Pyramids, besides many attractions of their own, ensure a constant stream of visitors during the winter months. For the comfort of the guests, there are provided a resident English doctor and chaplain, a chapel, a noble dining-room for 250 people, chambermaids, swimming bath, excellent conservancy arrangements, drinking-water from a special well in the desert, steam laundry, a string band, books and magazines, billiard tables, and photograph rooms. There are desert-carts for driving, horses and camels for riding, occasional races, golf and lawn tennis, and capital shooting from November to April. The climate of the Pyramids is much the same as in Cairo, except that the air is fresher, purer, and drier.

Cairo, *October* 1898.

II.—HELOUAN-LES-BAINS.

HELOUAN-LES-BAINS, which is about fifteen miles from Cairo, on the east side of the Nile, is situated on the desert plateau at the foot of the Tûra hills, some three miles from the Nile, to which a carriage road bordered with trees has lately been constructed. Helouan is quite modern, and is, in fact, a kind of artificial oasis in the desert. It was the favourite residence of the late Khedive Thewfik, and it was here that this amiable and enlightened sovereign died.

Though it makes an interesting minor desert excursion, its chief claim to notice is as a health resort, which is developing and growing in importance each year.

Now that the concession from the Egyptian Government has been granted to an English company—the contract dating from 1896—a new era of prosperity for this rising winter station is practically assured. Under the previous concession to a German syndicate the management of the Bathing Establishment in connection with the sulphur springs was not carried out in conformity with European ideas, and the Baths of Helouan "hung fire." The new concession (45 years) to the Helouan and Cairo Railway Company is favourably commented upon by Lord Cromer in his 1897 report: "The whole system is, I understand, to be remodelled and improved. The chief hotel has been reconstructed, and also the bath establishments, which have been placed under the control of a resident English doctor (Dr. Page May). As the waters are said to be specially suited to the alleviation of certain complaints, it

is not improbable that the town of Helouan will before long develop into a largely frequented winter resort."

Amusements.—The "dull monotony" at Helouan, about which so much was heard, has been completely done away with during the last two years. There is a small casino, where occasional dances, concerts, and theatrical performances are given, and there are tennis courts in the grounds. An excellent eighteen-hole golf course has been laid out in the desert (five minutes from the hotel). The hazards are varied and numerous, and there are good lies through the "greens," though not a blade of grass is on the ground. A good club house has been completed by the George Nungovich Hotels Company, and there is a Scotch professional. Frequent matches and handicaps are got up by the Golf Committee (Hon. Sec., Dr. Page May). There are tennis courts and croquet, etc., in the grounds of the Grand Hotel. British and Egyptian military bands play two or three times a week, and the fine string orchestra of the George Nungovich Company play frequently at the Grand Hotel. Gymkhanas and native races (with camels, buffaloes, horses, etc.) are got up frequently by the visitors (committee at the Grand Hotel).

Besides, if the recreative resources of Helouan are insufficient, Cairo itself is only half an hour by train, and during the opera season there is a special "theatre train" for Helouan, leaving Cairo at 12.45 a.m. (See ROUTES.)

Helouan makes a good centre for small desert trips, and excursions to the Tûra and Masara Quarries, the Petrified Forest, etc. Sakkarah, one of the most interesting places in the whole world, and Memphis also, can easily be reached by visitors in from one to two hours. The Nile (three miles distant) can be crossed by ferry or private boat, is easily reached by a good carriage road, or across

the desert by donkeys, or on a trolley propelled by Arabs. The country around Helouan offers unlimited and excellent opportunity for riding. Horses can be obtained in Helouan, or hired in Cairo and stabled at Helouan. Bicycles are useful. Donkeys, sand-carts, and camels can be hired at the hotels, and there is also a steam-launch on the Nile, which can be hired for the day (30*s.*) or week by visitors.

Sport.—Sportsmen will find a certain amount of game in the neighbourhood (water-fowl and, in the season, quail), but the "hyænas, gazelles, and antelopes," and other big game, which have been alluded to in certain printed descriptions of Helouan, are, to say the least, so scarce as to be practically non-existent.

Excursions.—The most interesting excursion is to Sakkara and Memphis, though most points of interest in Cairo and its neighbourhood can be easily reached in from forty minutes to a couple of hours. The ancient Pharaonic quarries of Tûra are still worked. They can boast of an even earlier history than that of the period which is somewhat loosely termed Pharaonic (though this epithet should strictly refer only to the sovereigns of the eighteenth, nineteenth, and twentieth dynasties), as most Egyptologists are agreed that the casing-stones of some of the Pyramids were quarried at Tûra. Fortunately the quarrying at the present day is, for the most part, confined to the surface rock, so that visitors can see the very caverns excavated by the Pharaohs almost as they were when the ancient quarrymen laboured there. In one of these caverns are sculpture reliefs representing Amen-em-hat (eighteenth dynasty) sacrificing to the gods Amen and Horus. Tablets of other sovereigns of this dynasty have also been discovered.

Tûra is probably the Troja of Strabo and Diodorus

Siculus. These historians, probably misled by the similarity of the ancient name (Ta-ro-fu), did not hesitate to call it Troja, and as a plausible pretext declared that it was so called because the captive Trojans, who were said by Herodotus to have followed King Menelaus to Egypt, had a settlement here. It is curious how many myths, gravely set down as authentic history by Diodorus Siculus, Strabo, Herodotus, and other great writers, are due to errors in etymology.

These quarries are probably the oldest in the world, older even than those of Assouan. Many of these are still in use, and it is curious to think that the streets of the modern City of Cairo are paved with flags of the same magnesium limestone that the Egyptian masons used for building the temples of Memphis over four thousand years ago.

The best way of reaching these ancient quarries is to take the train to the next station, Masara, and then walk to the quarries, the nearest of which is some two or three miles off; or donkeys could be hired at the hotel, and the railway could be dispensed with. The ride through the desert plateau is very interesting. If this method be chosen the whole morning must be devoted to this excursion.

Another interesting desert trip is the plain of petrified wood, grandiloquently called by the guides the Petrified Forest. This is more easily reached from Helouan than Cairo, the usual starting-place.

HELOUAN AS A HEALTH RESORT.

By W. Page May, M.D., D.Sc., F.R.C.P.,
Fellow of University College, London.

The oldest health resort in the world has within the last two years undergone many astounding changes and improvements, so that now the visitor to Helouan (Helouan-les-Bains) can reap the special advantages of its warm, dry, desert climate, or utilise its strong sulphur and salt waters, whilst surrounded by the resources of civilisation. The new "Royal Baths," just completed, are supplied with the best and most modern balneological appliances; and for spaciousness, lighting, ventilation, and comfort, its thirty odd large bath-rooms are unsurpassed in any similar mineral-water establishment in Europe. Moreover such a decided change as Helouan offers in physical and mental surroundings is of the greatest help to the beneficial effects derived from the mineral waters, whether used internally, externally, or both.

An account of some of the recent improvements at Helouan (hotels, eighteen-hole golf course and club house, tennis, library, frequent English and Egyptian military bands, gymkhanas, native races, etc.), is given elsewhere.

Owing to want of space a comprehensive account of the medical aspect of Helouan cannot here be given. For fuller details see *Lancet*, October 9th, 1897, or *Brit. Balu. and Climat. Journ.*, November 1897, by the same writer.

Season.—The season is from the first week or ten days in November to the middle or end of April. It is prolonged with advantage in some instances.

Soil.—Helouan is 140 feet above the Nile, and surrounded by desert; hence the soil is that of the desert. The soil around Helouan is either of limestone rock or made up of the coarse heavy particles lying on the surface of the desert. The finer and lighter particles forming the agricultural soil are from two to three miles distant, and that only on one side, viz. along the Nile valley. These facts are important because they explain the comparative freedom from dust which Helouan enjoys even on a windy day.

Dust.—When dust does occur it is a clean dust, and never so

irritating or injurious as that present every day in the streets of London and other cities.

Climate.—The above brief account of the situation of Helouan will suggest the nature of its climate. The summary given below is based on accurate eye observations, by myself and an Arab assistant, of a large number of standard meteorological instruments tested and approved at the Kew Observatory. The shade and hygrometric instruments were placed in Stevenson's screens of the pattern approved by the Royal Meteorological Society.

Air.—The air at Helouan is that from the desert, and usually described as quite free from germs and organic matter of all descriptions. From the fact that the desert surrounds Helouan the air must be remarkably pure, dry, bracing, and invigorating; and as undoubtedly the chief factor in the beneficial influence of a climate is the aseptic condition of its air, the importance of the practically sterile condition of the desert air at Helouan can scarcely be sufficiently emphasised.

Sunshine.—The influence of sunshine in promoting natural processes is as important in the case of animals as in that of plants. Helouan offers on an average close on eight hours' daily sunshine during the winter months (November to March).

Temperature.—The temperature at Helouan for the same five months was on an average 60° Fahr. at 9 a.m., increasing steadily to 72° Fahr. at about 3 p.m., and returning slowly to a temperature of 61° Fahr. at 9 p.m. This is therefore more equable than places farther south, and decidedly more so than in the Alps* and many well-known health resorts. The extreme winter temperatures (November to April inclusive) were 33° and 95°—each lasting only a few minutes and occurring towards the end of the season. The temperature of drained land is more equable than that of undrained. At Helouan the soil temperature (4 ft.) varied only $\frac{1}{5}$° Fahr. between 9 a.m. and 9 p.m., and less than 7° for the six winter months.

Humidity.—One of the special characteristics of the air is its dryness. Between 9 a.m. and 9 p.m., November to March, the average was between 30 and 60 per cent. relative humidity. (This is of the utmost importance in renal and allied diseases.)

* *Lancet*, October 1897.

Wind.—Helouan is protected to the north by the Mokattam Hills, and anemometric observations show that wind is less felt here than in most places in Egypt.

Waters.—The three kinds of mineral waters (strong sulphur, salt, and mild iron) are in abundance, and run to waste day and night. The water chiefly employed at the baths is rich in sulphur and salt, and flows from a spring (temperature 91° Fahr.) which yields over 50,000 gallons in twenty-four hours. According to an analysis I obtained from Prof. Attfield, F.R.S., it contains $6\frac{1}{5}$ grains of sulphuretted hydrogen and 355 grains of common salt per gallon (besides other ingredients). Apart from the temperature, the sulphur water used for the baths and douches is identical with that in the spring, and is therefore much stronger than the corresponding sulphur waters of the Pyrenees, Aix-les-Bains, Uriage, Bath, Harrogate, Strathpeffer, etc.

Baths.—The new Royal Baths were built by Messrs. Suares, in 1897 and 1898, on land unstintingly given by the Egyptian Government. The whole property will, after about forty years, revert to the Egyptian Government, which takes an active interest and control in the Baths, etc. These were planned by an English physician after careful consideration, and embody the latest hygienic and scientific ideas. They are built in Oriental style, and comprise a central hall with large dome, three verandahs, café, offices, two general waiting and cooling rooms, a large room for pulverisation, two for inhalation, twenty-four single bath-rooms, eight large combination rooms, each containing an ordinary immersion bath, douches of all kinds, and various special appliances, whilst twenty-four private dressing rooms conveniently arranged open directly into one or other of the combination rooms. In this establishment sulphur and salt medicated hot air, steam, and electric baths and douches practically of all kinds are given by properly qualified male and female European and Arab masseurs. (Immersion baths, 10 piastres = 2*s.* Douche, 6 piastres.)

There are two large swimming baths containing running sulphur and salt water: one of these sixty yards long and twenty-five broad is usually reserved for gentlemen; the other, about two-thirds the size, is reserved for ladies.

Experienced nurses can be obtained readily from Cairo.

There are several chemists with English-speaking assistants. Drinking-water excellent.

Diseases.—There can be no doubt that such special and exceptional advantages, properly utilised, during the winter must be of great benefit in certain conditions. There are two main factors which concern the invalid—viz. the warm, dry, bracing desert climate, and the strong mineral waters. In most cases these aid one another. The diseases most suited for treatment at Helouan are rheumatism in all its forms, stiff joints, rheumatoid arthritis, sciatica and chronic gout, diseases of the chest, early or threatened consumption, chronic bronchitis and asthma, chronic troubles of the skin, especially eczema and psoriasis, chronic catarrhal conditions of the pharynx, larynx, and liver, and notably all forms of kidney disease. It is difficult to particularise, but I have seen quite striking improvement or cure in patients suffering from rheumatism, rheumatoid arthritis, sciatica, early phthisis, asthma, and neurasthenia. However, one patient who treated himself conclusively proved that the waters may be potent for harm as well as good.

Diseases unsuitable are dysentery (except in the convalescent stage), chronic diarrhœa, advanced stages of lung, heart, or nerve disease.

Dr. Fenyes, who for some years practised here, states ("Helouan as a Health Resort") that he did not observe a single case of typhoid fever, diphtheria, dengue, or malaria which had originated there. After several winters spent in busy practice at Helouan, the writer has not seen a single case there of death from typhoid (enteric) fever, pneumonia, diphtheria, dysentery, or indeed from tubercle, a fact which speaks well not merely for Helouan, but Egypt as a whole.

To sum up, within five days' journey of London is a place which from November to April has an almost ideal climate and an average of 8 hours' daily sunshine. It has also strong sulphur and saline waters, which are utilised by means of the best and most recent methods. Suitable cases derive special benefit from the potent and peculiar action of the desert air. Owing also to its position in Egypt, Helouan seems to me to present one of the safest means of securing a profound change in physical and

psychical influences, and in scarcely any case have the results disappointed my anticipations.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—There are two good hotels, the Grand Hôtel and Grand Hôtel des Bains, both under the management of the George Nungovich Hotels Co. The former, facing the Casino Gardens and Railway Station, is a large first-class house, and has been patronised by British and other Royalties. It is fitted with electric light, and has large billiard (English and French), reading, and smoking rooms, also lawn-tennis courts. There is a post, telephone, and telegraph office in the grounds. The hotel was built in 1891 according to the best European methods. It has recently been enlarged, two wings and another floor having been added. Tariff from twelve to eighteen shillings a day. The Grand Hôtel des Bains is close to the Bathing Establishment, and is intended mainly for invalids and others who come on account of the sulphur and salt baths. The terms are from ten shillings a day including room, but the furniture, appointments, and service are little inferior to those of the larger hotel. The sanitation of both has been carefully looked after by sanitary engineers, and approved by the Egyptian Public Health Department.

There are also The Tewfik Palace Hotel (P. from 10*s*., Ref.) and several pensions (Miss Dodd's "Winter Home," Pension Antonio, Pension Loir, etc.).

Villas and Apartments.—Unlike Cairo, where villas are notoriously scarce and dear, there are a large number of villas, both furnished and unfurnished, which can be rented at a moderate rent. In fact, Helouan, with its frequent trains, excellent desert climate, numerous recent improvements, and new Bath Establishment, resident English doctors and chaplain, is gradually becoming a kind of residential suburb of Cairo. Nearly all the villas are built in the Oriental style with flat roofs, which are, of course, better adapted for the desert climate than European buildings. The town has been entirely planned by the Egyptian Government, and the streets and open spaces are unusually large.

A fine *English Church*, capable of seating about three hundred persons, has recently been built and consecrated.

The Baths.—The directorate have some ground for their proud boast that they control the oldest health resort in the world, for many historians are of opinion that the springs are those said to be "at the quarries on the east side of the Nile," where, according to the Ptolemian historian, Manetho, King Amenophis (Amen-hetep I., *circa* 1600 B.C.) sent "leprous and other cureless persons."

To the invalid, however, it is of more importance to know that the old Etablissement des Bains has been reconstructed, and a new one (the Royal Baths) built, which is on a par with the best in Europe.

The Government Inspector for the Baths Establishment, etc., is Dr. Page May.

Church Services.—At the new English Church (Chaplain (1903-4), Rev. A. J. Jameson, Grand Hotel. There is a large Roman Catholic Church also.

English Doctors.—Dr. Page May, F.R.C.P., the Medical Director of the Baths, Dr. Overton Hobson, M.D., Dr. Bentley, Tewfik Palace Hotel.

Guide Book.—"Helouan and the Egyptian Desert," by Dr. W. Page May. With articles by Professors Sayce and Scheinworth. 3*s.* G. Allen. 1901. A very well written and readable guide book.

III. LUXOR.

WITHIN the last few years Luxor has made great strides as a winter health resort, its mild, sunny, and practically rainless climate rendering it an ideal residence for phthisical patients. The chief credit for "discovering" and developing this climatic station should be given to Mr. J. M. Cook, the "uncrowned king" of Luxor, who built the English Church, founded a native hospital, established a resident English physician, built a large first-class hotel, and was mainly instrumental in getting Luxor placed in the list of winter chaplaincies of the Colonial and Continental Church Society.

Climate.—The climatic conditions of Luxor are nearer perfection than those of any winter station described in this work. Here we get almost perpetual sunshine and practical rainlessness, combined with verdure and fertility. Dr. F. M. Sandwith, comparing the climate with that of Cairo, observes: "The climate in December is very like that of Cairo and its neighbourhood in March, while the climate at Luxor in January, February, and March is very similar respectively to February, March, and April in Cairo." Owing to the dryness of the atmosphere the climate has highly stimulating and tonic properties. For invalids, putting aside the inevitable wide range between sun and shade, and day and night temperatures, the only objections to Luxor as a health resort are factitious, viz., the crowded state of the hotels, the throngs of Nile voyagers who make Luxor their goal, the swarms of donkeys, donkey boys, guides, vendors of spurious antiquities, beggars, and, in

short, all the rabble which English tourists bring in their train. In fact, medical men are now turning their attention to Assouan as the coming winter resort of Upper Egypt, where these drawbacks are present in a minor degree.

An English physician, who has spent several winters at Luxor, has written a very useful account of the climate of this popular winter station. It is published in full in Messrs. Thomas Cook's "Nile Pamphlet," from which I quote the following extracts :—

"The following is the record of the shade temperatures registered during thirteen weeks of the winter season, the outdoor day temperatures being taken under the verandah of the Luxor Hotel on the north-west side, and the night temperatures in a room with a south-east aspect, kept constantly ventilated by day, the window, however, being closed by night during the first nine weeks, but opened during the last four weeks over which the record extends. The thermometers were freely exposed to the air, and practically shaded from sun rays.

	OUTDOOR TEMPERATURE.			INDOOR TEMPERATURE.	
Week ending	9 a.m. deg.	2 p.m. deg.	6 p.m. deg.	Max. deg.	Min. deg.
Jan. 1st	... 61	... 70	... 68	[Registering thermometer not available during these two weeks.]	
,, 8th	... 59·5	... 67	... 65		
,, 15th	... 58	... 67	... 65	67	... 63
,, 22nd	... 62	... 69·5	... 67	68·5	... 65·5
,, 29th	... 60	... 68	... 65·5	67·5	... 64
Feb. 5th	... 57	... 65·5	... 63·5	66	... 62
,, 12th	... 62·5	... 73	... 71	71·5	... 66·5
,, 19th	... 61	... 71	... 67	69	... 64·5
,, 26th	... 63	... 73	... 70	69	... 64·5
Mar. 5th	... 72	... 83·5	... 80	78	... 73
,, 12th	... 69	... 77	... 74	76·5	... 73
,, 19th	... 72·5	... 82	... 80	79	... 74
,, 26th	... 72	... 82	... 79	78	... 71

"*Notes.*—(1.) It will be seen how slight is the difference between the two o'clock and six o'clock temperatures. The fact is that there is no sudden fall in shade temperature at sunset a

this season of the year in Upper Egypt, such as is observed and justly dreaded elsewhere.

"(2.) The smallness of variation between the maximum and minimum indoor temperatures is a very striking fact, and is due to the commendable sense of the builder. The walls of the hotel are built of Nile mud, in thickness more than a foot. The thick walls freely absorb the sun rays by day, and give them out into the rooms by night. Thus, by shading the windows of the rooms by day and closing them to the external air at night, coolness by day and warmth by night result. In this way an invalid, though condemned to his room day and night, is kept in an equable temperature throughout the twenty-four hours.

"The prevailing wind at this season of the year is from the north.

"*Rain* fell on two occasions during the season, in one case lasting five minutes, in the other a few seconds only.

"On one afternoon a high wind raising the dust rendered confinement to the hotel necessary to invalids.

"Invalids should leave England early in November, taking by preference, if good sailors, the long sea voyage in a first-class steamer, and should, on arrival in Egypt, at once proceed up the Nile. Berths on the lower decks should be chosen on the Nile boats, as having a more equable temperature throughout the twenty-four hours. Of course those who can do so will avail themselves of the service starting from Cairo direct, thus avoiding the wearisome and dusty railway journey to Ghirgeh.

"Invalids on arriving at the Luxor hotels are recommended to provide themselves, where possible, with rooms on the upper floor. The Luxor season finishes about the end of March, and invalids may generally stay with advantage to the middle or end of this month, according to the circumstances of the case.

"It is a noteworthy fact that the health of the native inhabitants of Upper Egypt is exceedingly good, lung disease being exceedingly rare, consumption, I believe, non-existent. The climate about Luxor and Esneh is particularly recommended by native authorities. The leading characteristics of the air of Upper Egypt are, briefly, its great purity, its warmth, its exceptional dryness; these qualities allowing the free (insensible) transpiration by the skin, thus favouring the elimination of waste

and morbid materials from the system. It is the combination of these features, in fine, that gives Luxor its pre-eminent position as a winter health resort."

Sight-seeing.—The conscientious tourist will certainly be in his element at Luxor. Sight-seeing here is practically the one resource, and it is certainly carried on under the pleasantest conditions. For instance, visitors need not be continually disbursing petty cash for entrance fees, gratuities to attendants, guides, etc. In Egypt the single payment of £1 4*s.* 7*d.*, the Government tax, franks the tourist not only to these vast treasure-houses of ancient art, but to all the monuments and temples of Upper Egypt.

Itinerary.—A whole winter would scarcely suffice for a thorough investigation of all the Theban ruins, but as nine out of ten visitors are passengers by the tourist or mail steamers, which only allow three days' stay here, the following itinerary may be useful :—

First Day.—The Temples of Luxor and Karnak. The local guides usually recommend a visit to one temple in the morning and the other in the afternoon. As, however, the Luxor Temple is at the threshold of the Luxor Hotel, such a plan involves great waste of time. It can be visited at odd hours. A better plan is for the tourist to take his lunch with him and devote the greater part of the day to the extensive congeries of temples, usually known as the Great Temple of Karnak.

Second Day.—Ancient Thebes (on the other side of the Nile). Chief objects of interest are :—(1) Temple of Seti I. (at Kurnah) ; (2) Ramesseum ; (3) the Two Colossi (Vocal Memnon) ; (4) Temple of Rameses III. (at Medinet Habou). This is a hard day's work, and an early start should be made. Guides and donkeys easily obtained, and the charges are the same as at Luxor.

Third Day.—The Tombs of the Kings and the Temple of Queen Hatshepset (also called Hatasou). A fatiguing

excursion, as the heat is often excessive and there is little shade. Tourists travelling under Messrs. Cook's arrangements can use the rest-house, built by this firm near the temple, for lunch. This much needed accommodation is likely to be appreciated by ladies, who will find the glaring sun and absence of shade extremely trying.

A ticket for all the Karnak and Thebes Temples can be obtained for 10*s*.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—There are three good hotels, but they are apt to be unpleasantly crowded during the height of the season—the months of January and February. The Luxor, a first-class house, has accommodation for 140 guests, while the Karnak, a kind of *succursale* of the former, has only room for 60 visitors. These two hotels are owned and controlled by Monsieur Pagnon. The daily charge at each is 13*s*. (increased to 15*s*. from January 1st to March 15th). The Luxor is luxuriously appointed, and has a large garden. Electric light throughout. Billiard-room, tennis-court, and steam laundry are among the up-to-date features of this hotel. The other hotel, known as the Grand, is well managed, and has a fine garden.

Church Services.—There is a small church in the grounds of the Luxor Hotel. Services every Sunday at 8 a.m., 10.30 a.m., and 6.30 p.m. Chaplain, Rev. W. Urquhart, M.A. (Colonial and Continental Church Society). There is also a Roman Catholic Church.

English Doctor.—Dr. G. A. Rountree.

English Consular Agent.—Said Ayyad Mustapha.

American Consular Agent.—Ali Murad.

Postal Arrangements.—Post and Telegraph Office in the grounds of the Luxor Hotel. The mail for Cairo leaves every Wednesday, Friday, and Sunday; and there is a delivery every Tuesday, Thursday, and Sunday.

Photographer.—Signor A. Beato. Really artistic photographs can be bought here.

Hairdresser.—Luxor Hotel.

Chemist.—Haddad.

Books.—Guide books sold at American Mission.

Dealers in Antiquities.—Luxor is notorious for the manufacture of spurious antiquities. The English consular agent is, on the whole, the most reliable dealer.

Conveyances. Donkeys.—The donkey boys usually expect at least 5 p. for half a day, and 10 or 12 p. for the whole day. This should include *baksheesh*. There is an understanding among the guides and donkey boys on either side of the river which prevents their being taken from Luxor to Thebes, or *vice versa*. *Cabs.*—There are actually cabs, but they are little used. There is virtually only one drive, viz. to Karnak. *Jinrickshaws.*—These are a recent importation. Fare 25 p. for the day, or 15 p. for the morning or afternoon. *Ferry* (for ancient Thebes).—1 p. *Guides.*—Only inferior guides to be had here. Usual charge 10 to 12 p. for half a day, and 20 p. for the whole day.

Tourist Agencies.—Messrs. Thos. Cook & Son, Luxor Hotel; Int. Sleeping Car Co.'s Agency at the Station.

IV.—ASSOUAN.

ASSOUAN lies some 130 miles south of Luxor, but the scenic conditions are very dissimilar, and the immediate surroundings are more picturesque than those of Ancient Thebes Instead of a fertile plain stretching for miles on either side of the Nile, the river narrows a mile or so above Assouan to a gorge hemmed in by stupendous granite walls, which mark the approach to the First Cataract. The town stands well above the river, and has a decidedly imposing appearance from the river, the banks being lined with Government buildings, several handsome hotels, and large shops. The river-front is, indeed, rather too European-looking to please the æsthetic tourist, but the Oriental "note" is provided by an occasional minaret towering above the modern white buildings, and the groves of palm trees and acacias which surround the town. Assouan, unlike Luxor, has few remains of the extinct civilisation of Egypt, most of the antiquities being late Roman or Saracenic, and regarded with little respect by Egyptologists, who are apt to be intolerant of all ruins of later date than the Ptolemies. The town, however, offers many points of interest to the traveller of wider sympathies than the dry-as-dust antiquary. The student of astronomy will no doubt remember that the Ptolemaic astronomers, erroneously supposing Assouan to be exactly on the Tropic of Cancer, carried out here their calculations for measuring the earth; while to classical students it will be of interest as an important frontier city of the Romans,

and Juvenal's place of exile, whence he wrote many of his Satires.

To come to our own days. Assouan is a favourite goal of engineers and scientific men as the site of the greatest engineering enterprise, after the Suez Canal, ever carried out in Egypt—the great Barrage, a more colossal structure even than the huge dam in the Delta, which for so many years proved a white elephant to the Egyptian Government. Those responsible for the project had to face a serious agitation on the part of artists, Egyptologists, and others, who naturally feared that the Philæ temples would be submerged by the artificial lake which would be created. At low Nile these fears have been justified. However, every precaution to minimise injury to these monuments has been taken by the Government, and, partly out of deference to antiquarian objections, the dam has been built some fourteen feet less high than was originally intended. Besides, as embanking and damming the Nile at Assouan is estimated to increase the amount of crops in Egypt to *nine times their present yield*, purely sentimental and æsthetic reasons could not be allowed to stand in the way of this enormous material benefit to the country.

Next to the famous Temples of Philæ the Barrage is the great sight of Assouan, and from the mere tourist's point of view it makes up for the cataract which it has done away with. It is unnecessary to attempt a description of the Barrage, with its subsidiary work, locks, canals, etc.—certainly, next to the Suez Canal, the greatest engineering work ever undertaken in Egypt in modern times—as innumerable accounts have appeared of late in periodicals. Besides, columns of statistics would fail to bring home to the lay mind either the stupendous nature of the work or the incalculable benefits to be derived from it. The bald facts that the reservoir formed by the Barrage will affect

the level of the river some 140 miles south of Assouan, and will hold water more than sufficient for a year's domestic supply to every town in Great Britain, are sufficient to make the ordinary reader understand the grandeur of the task undertaken by Sir Benjamin Baker and Sir John Aird, the "genii of the waters." If he who makes two blades of grass grow where formerly only one grew is a benefactor, then, indeed, Sir William Garstin and Sir William Willcocks, its designers, and Sir Benjamin Baker and Sir John Aird, its makers, the creators of this great enterprise, should be regarded as ninefold benefactors to Egypt.

As a winter residence for invalids Assouan will no doubt take a high rank among Egyptian health resorts. Till recently this aspect of Assouan has been rather ignored by authorities on Nile travel, and by meteorologists. But during the last few years its climatic features have been carefully noted and its meteorological records exhaustively tabulated by Dr. Leigh Canney (see the Medical Article below). Certainly if climate could make a health resort the success of Assouan would be assured.

In the matter of situation Assouan stands comparatively high, and is not affected by the summer inundation from the Nile. On the other hand, it is a large overcrowded town, lacking even the most primitive system of drainage. It is true, however, that the obvious evils of the close proximity of an absolutely undrained native quarter is minimised by the fact that the prevailing winds in winter blow from the Nile to the town.

Objects of Interest.—(1) *Philæ.* This is the chief feature of interest at Assouan. Though a mere rock, barely a quarter of a mile long, it is thickly covered with ruins of Ptolemaic temples and monuments, and is, perhaps, the most beautiful, as well as the smallest, historic island in the world. The scenery about here is

very striking and impressive—in fact, "The Approach to Philæ" has been rendered almost as familiar to the arm-chair traveller, by means of innumerable sketches, as the Pyramids or the Sphinx.

Though the temples are Ptolemaic and of slight historic value, for picturesqueness of form and surroundings they are scarcely equalled by the ancient Theban temples. The most striking features of the Great Temple are the colonnade of thirty-two columns, and the massive towers of the pylon, each 120 ft. wide and 60 ft. high. Traces still remain of the vivid and varied colouring, for, according to the canons of art then prevailing, the shafts and capitals were painted. There are other courts and colonnades in the Temple, which seems indeed rather a congeries of temples, like the Great Temple of Karnak, than a single building. The walls are covered with sculptures in low relief.

Another beautiful ruin is the old Temple of Osiris, which, like the palace of Charles V. in the Alhambra, never possessed a roof. It is known to tourists as Pharaoh's Bed; so called because of a fancied resemblance to a colossal four-post bed.

The island is thickly strewn with ruins of other temples, dedicated either to Isis, Osiris, or Horus, the tutelary triad of the island. In fact, Philæ was the last refuge of this cult, a Greek inscription showing that these gods were worshipped here down to A.D. 453.

(2) *The Nilometer* consists merely of some steps leading down to the river, with the cubits for marking the rise of the Nile engraved on the walls on either side. There is a more elaborate nilometer on Elephantine Island.

Philæ is just above the Cataract, and is most conveniently reached from Shellal, the terminus of the new military railway from Assouan, built to "turn" the Cataract. There is a morning train from Assouan, returning at noon. Return fare: first-class, 20 p.

(3) *Elephantine Island* lies opposite Assouan. The Nilometer here is worth visiting, but the scanty remains of two eighteenth dynasty temples (destroyed early in the present century) are interesting only to archæologists.

(4) *The Rock Tombs.*—The Tombs which, according to the absurd practice which prevails in Egypt of labelling remains after the name of the discoverer, are popularly known as Grenfell's Tombs, have only been partially explored. They were excavated in the cliffs of the western bank of the Nile. The excavations of these rock shrines were begun in 1887. General Grenfell provided the funds, but the excavations and explorations were undertaken by Colonel Plunkett, R.E., and Dr. Wallis Budge. In some respects they resemble the tombs of Beni Hassan, but it is only at Assouan that we see traces of the striking methods of transporting the bodies of the dead. It is a kind of slide cut out from the face of the almost perpendicular cliff, and on each side are remains of the steps for the bearers who drew up the mummy from the river.

The most striking tomb is that of Ra-Nub-Ko-Necht, a high official of Amen-Em-Hat I., a sovereign of the twelfth dynasty, but it is generally—perhaps excusably, in view of the cumbrous designation of its tenant—known as Grenfell's Tomb. The entrance to this tomb is impressive from the startling contrasts, and perhaps was intended to produce a dramatic effect on the spectator.

(5) *The Ancient Quarries.*—Scarcely a mile from the town are the famous granite quarries of Syene, from which was hewn the stone for most of the famous obelisks and other monoliths of the early Egyptian kings. In fact, certain inscriptions show that even in the sixth dynasty stone was quarried here for Egyptian temples and sarcophagi. An obelisk, nearly 100 ft. in length, entirely detached on three sides from the rock, may be seen *in situ*, as well

as unfinished columns, sarcophagi, etc., which show that Syene in the time of the Pharaohs was not only a quarry, but what we should nowadays describe as a monumental mason's stoneyard.

Amusements.—Without claiming to be as smart and lively as Luxor, there are plenty of facilities for amusements of a quiet kind at Assouan, such as boat sailing and riding, while the Cataract Hotel is furnished with tennis courts. Then, Assouan being an important military station, it need scarcely be said that there is golf, which we know follows the flag like the sparrows. It is not, perhaps, the golf of Helouan (the best links in North Africa)—indeed, the St. Andrews votaries of the royal game might perhaps smile tolerantly at the extraordinary variant of golf, as played at the "amateur links" of Assouan. Still, it provides splendid exercise in this invigorating climate, and certainly the surroundings are unique. Then those furnished with introductions to the officers stationed here would have opportunities of playing a little polo and cricket.

The shooting in the immediate vicinity of Assouan is poor, but at Darawi, a little over an hour's journey by rail on the way to Luxor, there is good quail and wild duck shooting.

It will be seen that Assouan is not without recreative resources. But if gaiety and amusement be the main object, Luxor and not Assouan should be the traveller's goal.

Compared to Cairo or Luxor, there are few specific sights which the self-respecting tourist feels bound to include in his itinerary. Indeed, one reason, perhaps, why Assouan is preferred by some tourists to its rival Luxor is because there is so little sight-seeing to be done of the regulation kind. At Luxor, with its appalling wealth of temples and tombs to be "done," the average visitor is

apt to feel himself in thrall to his guide or dragoman. After all, a taste for Egyptology is not given to every one, and, if the truth were known, probably nine out of ten of the bored-looking tourists armed with the "indispensable Baedeker," obediently following in the wake of a brisk and garrulous guide, would secretly much prefer to be allowed to loaf on their hotel balcony. But they have come all this way to see the ruins, and, British-like, they insist on having their money's worth. This, no doubt, is the attitude of many tourists who are to be met with in Egypt.

Sated with temples at Luxor, it is a pleasing relief to be spared the fatigue and heat of sight-seeing at this delightful town on the borders of Egypt and Nubia. Yet, even after Philæ, Elephantine, and the Quarries are duly ticked off on the programme, there is much to interest, though it may not come under the category of specific sights. The bazaars are well worth visiting, and real Dervish war relics are still to be had, to say nothing of rhinoceros hide whips (kourbash)—a speciality of the place—Soudanese pottery, and ornaments. Then camel riding can be indulged in freely in long desert excursions, without that shamefaced feeling experienced by those persuaded to mount the ship of the desert at the Pyramids for the absurdly short ride to the Sphinx.

An interesting excursion is to the Bishareen camp, about a quarter of an hour's ride from Assouan.

"This tribe of Bedawan might well be Mr. Kipling's 'Fuzzy-Wuzzy.' They may be seen wandering about Assouan. But they are anything but unsophisticated people, having made their camp here probably because of its being a tourist centre."—Macmillan's "Guide to Egypt."

ASSOUAN.

By Leigh Canney, M.D. Lond., F.R.Met.Soc.

The situation of Assouan, about 680 miles south of Cairo in about lat. 24° N.—that is, farther south than Biskra by 11° and than Algiers by 13°—naturally assures a warmer and more genial climate than can be expected in Algeria or even Northern Egypt.

If a line be drawn over the desert in a direction N.N.W. from Assouan, it will be seen at once what an immense tract of the driest desert in the world is crossed by the air brought by the prevailing wind to the front of Assouan. Further, the Libyan desert for some miles north of Assouan reaching almost to the river's edge without intervening cultivation, the air of Assouan approaches more nearly to that of the Libyan desert than does that of any other place in Egypt. If we draw a similar line (representing the direction of the prevailing wind of Egypt) N.N.W. from Cairo, or the health resorts near Cairo, it will be seen that, instead of crossing a vast desert, the air is brought over the whole cultivated Nile delta from the Mediterranean Sea. Herein lies the explanation of the great difference between the climate of Assouan and Upper Egypt, and that of Cairo and its neighbouring resorts, Mena House and Helouan.

The leading features of the climate of Assouan are those of the climate of Egypt generally, but exhibited in a more marked degree; warmth, dryness, extreme purity, clearness, almost uninterrupted sunshine, are all features of the climate of Egypt which are nowhere so pronounced as at Assouan.

Distinctive Features of the Climate of Assouan.

Temperature.—Although, as will be seen, the *temperature recorded in November and March is high, it is not felt as it would be in a moist climate.* About 15° to 20° Fahr. may be added to a temperature that would be considered pleasant in England before the same sensation is experienced in Upper Egypt. The wide range of temperature in the twenty-four hours only offers three or four hours that are felt to be at all hot on

the hottest days of March or November ; the remaining twenty hours are perfect. For these reasons, the climate during half of December, all January, and part of February errs on the side of being too cool, if anything, as owing to the dryness of the air a temperature of 65° to 70° Fahr. would be felt decidedly cool.

Change of Temperature.—Although in Upper Egypt, owing to the greater dryness, the range of temperature in the twenty-four hours is greater than in Lower Egypt, yet the change from hour to hour at Assouan is always gradual. At sunset there is practically no change of shade temperature, owing to the absence of cultivation. The course of the temperature from day to day is very constant, and the climate of Upper Egypt generally is perhaps *the most constant in the world.* The minimum temperature, occurring immediately before sunrise, is at Assouan, owing to its desert situation, 6° or 7° higher than that of Luxor, Helouan, Mena House, or Cairo. The value of this higher night temperature to invalids is very great, especially to those who would be liable to harm from the cold night temperatures of Egypt.

Dryness of the Air.—The great feature distinguishing the climate of Egypt from all other climates is its great dryness. Climatically, Assouan and Luxor are spots in the parched Libyan desert that the Nile flows past. At Assouan there is not the cultivation which exists at Luxor, nor the influence of neighbouring cultivation which affects the northern resorts near Cairo, especially Cairo itself and Mena House ; consequently we find that the climate of Assouan is drier than that of any of these resorts. The relative humidity is so low that dew never falls, and the annual rainfall is hardly measurable—perhaps a shower or a few drops once a year, sometimes none at all. The air at night is so dry absolutely that the amount of moisture it contains is only slightly more than that of the high Alps in mid-winter ; but it has the immense advantage that, whereas in the Engadine rain, snow, or dew are more or less constantly falling, at Assouan the temperature rarely falls to within even 10° of the point at which rain or dew could fall. At Assouan dew never falls ; at Luxor Hotel it seldom falls, though it is seen nearly every night in the fields adjoining, as is also the case at

Mena House and Cairo; at Helouan it is rare. At Assouan the dryness of the air by day is continued far into the night, so that the length of time available daily for invalids without risk of chill is much greater than at any other Egyptian resort, as the author has shown in a communication to the International Congress of Medicine at Moscow.*

Wind.—The prevailing wind at Assouan, as at Luxor and in Northern Egypt, is N.N.W. At Assouan the wind blows rather more strongly than at Luxor, though not as strongly as in Northern Egypt.

Temperature (averages of three years).

The mean temperatures for the four winter months (December to March) are as follows :—

	Min.	Max.	Mean.
Assouan	54·5	82·1	68·3
Luxor	49·6	78·1	63 8
Helouan	49·4	71·7	60·5
Mena House . . .	48·7	70·4	59·5

The following are the mean temperatures for each month at Assouan :—

	Min.	Max.	Mean.
December	53·2	7 80	65·6
January	50·8	77·9	64·3
February	53·1	81·7	67·4
March	60·8	90·7	75·8

Relative Humidity.

The relative humidity of Assouan, compared with the other resorts, is as follows :—

(Results of two hourly records from December to March.)

Assouan	40·9	(three years).
Luxor	52·2	
Helouan	55·5	(two years).
Mena House	69·1	(one year).

Assouan is 11·3 per cent. drier than Luxor, 14·6 per cent. than Helouan, and 28·2 per cent. drier than Mena House.

* "The Meteorology of Egypt and its Influence on Disease." London, 1897.

Records taken at Biskra, the driest resort of Algiers, at the same hours as at Assouan, showed that Assouan was nearly twice as dry.

The *Season* advisable for invalids is from November 20th to about the end of March at Assouan. By arriving at Assouan about this time in November, the cold weather experienced later on the Nile is avoided, and this is the best time for invalids. It is important not to go down to Cairo from Assouan or Luxor until the end of March, as this month is the best of the year in Upper Egypt. Invalids going down the Nile before the middle of March will need to take great care to avoid the north wind that often blows very cold, and some would do well to go down from Luxor to Cairo by train, unless they are prepared to take precautions on the steamers.

A full and precise medical account of the cases benefited by the climate of Egypt has been given by the author elsewhere.* The climate of Assouan is better suited than any other station in Egypt for all those cases requiring a warm and very dry climate, especially cases of albuminuria, Bright's disease, gout and its associated conditions, phthisis, rheumatoid arthritis (the latter cases after a course at Helouan), asthma, and bronchitis.

ASSOUAN, *November 12th*, 1898.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—Assouan is now as well supplied with first-class hotels as Luxor, which says much for the increasing vogue of the place. There are three good houses. The Savoy, built by the Anglo-American Steamer Company on Elephantine Island, is a thoroughly up-to-date and well-equipped hotel standing in its own grounds of eight acres. The sanitary arrangements are of the most approved type. Altogether, the Savoy is a worthy rival of the well-known Cataract Hotel. The latter hotel was opened in 1900, and has a healthy situation south of Assouan, commanding extensive and picturesque views over the Nile and the desert. The sanitary arrangements are beyond

* *Lancet*, October 27th, 1894, and in the work already quoted

reproach, and every modern hotel luxury seems to be provided (electric light, hot and cold baths), while striking features of the hotel are the covered terraces and verandahs. This is emphatically the invalid's hotel. Then there is the old-established and popular Grand Assouan, belonging to Mr. Pagnon. The accommodation is fair, and the *cuisine* good. There is an English housekeeper qualified to act as nurse, and there are European chambermaids. The hotel is now lighted throughout by electricity. It is usually very crowded in the months of January and February, and rooms have to be engaged long in advance. The hotel was enlarged in 1898, and there is now accommodation for some 120 guests. Considering the distance from Cairo, the base of supplies, and the shortness of the season, the charges, the same as at the largest and most fashionable hotels in Cairo, viz. 16*s.* a day (from Jan. 1st to end of season), are justifiable.

Church Services.—Every Sunday from December to April at the English Church which has recently been built near the Cataract Hotel. Chaplain (1903-4) Right Rev. S. Morley, D.D. There is also a Roman Catholic Church.

Bank.—Bank of Egypt.

English Doctor.—Leigh Canney, M.D.

Clubs.—Golf and Tennis Club; Dr. Leigh Canney, Hon. Sec. There is also a Circulating Library.

Cafés.—Khedivial, fronting the Nile; Assouan Bar.

Conveyances.—Cabs, 5 p., by the hour 10 p. Boats plentiful. For an afternoon row among the islands the charge would be about 20 p.

Post and Telegraph Office.—Three mails a week to and from Cairo, leaving the day before the departure of the mail from Luxor (see LUXOR).

Shops.—There is a European Pharmacy and an "English Store." The native bazaars are good and well supplied with Oriental and European curios. Antiquities generally spurious.

Tourist Agents.—Messrs. Thos. Cook & Son; International Sleeping Car Co.

Guide Book.—"A Small Guide to Assouan," by W. E. Kingsford, price 1*s.*, is published by Messrs. Cook.

V.—KHARTOUM.

KHARTOUM, 575 miles by rail from Wady-Halfa, 1,339 miles by rail and river steamers from Cairo, may be regarded as the *Ultima Thule* of tourist colonisation in Egypt. As a holiday resort for tourists of sporting proclivities, this renascent capital of the Soudan has already become popular; but for those wintering in Egypt for their health it must only be regarded as an invalid resort *in posse*. Though a wonderful transformation has been effected by the Royal Engineers in what was a few years ago a moribund city, yet it is still to a large extent in the hands of the builders, and "is noisy and dusty with gangs of native workmen levelling roads, digging foundations, making bricks, hammering, digging, building, etc. A large number of workmen, too, are helping to convert Khartoum into a capital worthy of the new Soudan provinces. Their principal duty is bearing water for the young trees that will one day make each street a shady avenue. There is now a first-class but small hotel, the streets are well lit, and will shortly have an electric light installation, and a tramway is in course of construction." The general aspects of Khartoum are graphically described by Mr. Sydney Peel:—

"A well-made road runs all along the river-front, which is being gradually embanked and walled. Right in the centre rises the White Palace, the official residence of the Governor-General, a handsome building on the site of Gordon's old palace, set in a lovely garden. On either side of it stretch a succession of Government offices and the neat residences of Government officials, to the new, spacious, and comfortable hotel on the

one side, and the Gordon College and British barracks on the other, pleasantly variegated with gardens and groves of palm-trees, acacias, limes, and bananas. Behind this Government belt, the town is carefully laid out into wide streets and squares in two other belts. The second of these contains, or will contain, houses and shops built by private persons, but of a good class and on approved plans; the third is open for the erection of any buildings that the owners choose to construct. Finally, close to Gordon's rampart are the Soudanese barracks, and, right outside, the native villages, laid out in squares allotted to different tribes, where you may see huts of every shape, characteristic of many different parts of Africa."

Amusements.—Those furnished with introductions can become honorary members of the Soudan Club, which is the centre of the social and recreative life of the small official colony. The ordinary sports of a British garrison flourish, including race meetings, gymkhanas, polo, tennis, and, I believe, experimental golf links have been laid down.

Objects of Interest.—The capital of the Soudan consists virtually of three cities: Khartoum, the seat of government and English residential quarter; Omdurman, the native city; and Halfaya (the present terminus of the Soudan Railway), the commercial quarter. In Khartoum the chief objects of interest are the Governor's Palace, which is built on the site of Gordon's Palace (open to visitors Mondays and Fridays), the Gordon Memorial College, Gordon's statue, the Public Gardens, and the Zoological Gardens. In the Palace is a small museum containing many war trophies and Mahdist relics, such as the Mahdi's pulpit and the arms of the Mahdi and the Khalifa. It is fortunate, but none the less curious, that the Dervishes, in their wanton destruction of Gordon's Palace and of Khartoum itself, omitted to burn down the trees. Consequently the stately palms and plantations

which were there in Gordon's time still flourish, and the immense garden of the Palace (about six acres) shows no appearance of being a new creation.

Excursions.—In the four days between the arrival and departure of the Wady-Halfa-Khartoum *train-de-luxe* (see Routes)—and few tourists remain longer—all the objects of interest can be visited. Indeed, energetic tourists can see the principal curiosities of Khartoum (the ruins of the Mahdi's Tomb, the Khalifa's House, Market Place, and Bazaars), and devote a morning (early start imperative) to riding over the battle-field, in the interval between the arrival (Monday 12.30 a.m.) of the train at Khartoum and its departure the next afternoon at 3 p.m. But, of course, only robust travellers are equal to this after a journey by steamer and rail of over 1,300 miles from Cairo.

Omdurman is perhaps the best place for curio hunters in Egypt, and occasionally genuine Dervish weapons or an Emir's coat of mail can be bought, but all curiosities are called "antiquas." A story is told about the annual flower show at Khartoum, where prizes are given for the best curios. A Soudanese turned up who was very anxious to compete for this prize with a live porcupine, which he insisted was an "antiqua." He was allowed, at last, to exhibit—the exhibit, however, being officially declared *hors concours*—on condition that he himself led it about by a string, as the authorities could not undertake its charge.

Four Days' Itinerary.—Perhaps the best way of disposing of the time is as follows: 1st day—morning, Khartoum; afternoon, Omdurman. 2nd day—the battle-field of Kerreri (lunch must be carried). 3rd day—excursions up the Nile to Ras Khartoum, or up the White

Nile to Mushri Bey. 4th day—morning, Omdurman (second visit), bazaars, and market place; afternoon, excursion down the Nile.

Excursion to Uganda.—There is now a Government steamer service to Gondokoro, running fortnightly from January to the middle of March. But this does not appeal so much to the ordinary tourist as to the sportsman and leisured traveller. The time occupied is twenty-eight days, and the cost (including board) £51 5*s.* 8*d.* single and £76 18*s.* 6*d.* Advisable to take a native servant, for whom £12 6*s.* 2*d.* and £20 10*s.* 3*d.* return is charged.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—There is now a first-class but small hotel (50 rooms) called the Grand (formerly Victoria). It is pleasantly situated facing the Nile and adjoining the new Public Gardens. A well-appointed but expensive house (*pension* from £1), furnished by Messrs. Waring & Gillow, Ltd. An agent of Messrs. Cook resides in the hotel, from whom all information as regards short excursions, etc., can be obtained.

Church Services.—Services every Sunday by the Military Chaplain in the Governor's Palace. An English Church (All Saints) is being built, of which the foundation stone was laid by Princess Henry of Battenberg in February 1904, for which over £2000 has already been collected. Hon. Sec. of the Fund, A. Dyke Acland, c/o Messrs. W. H. Smith, Strand, London.

English Doctor.—There is no English doctor in civil practice, but the services of the Government medical officers are available.

Governor.—Lieut.-Col. Stanton.

Café.—P. Losio. Billiards.

English Stores.—Branch of Messrs. Walker & Meimarachi, Ltd., Cairo.

English Banks.—Anglo-Egyptian; Bank of Egypt.

Club.—The Soudan Club. Tourists furnished with introduction can be admitted as temporary members.

Post Office.—On the Esplanade, near the Bank of Egypt.

Telegraph Office.—In the Governor's Palace.

Newspaper.—The *Soudan Gazette.*

Passports.—A passport is now required for travellers to Khartoum, to be obtained at the War Office, Cairo, or at the Mudir's Office, Wady-Halfa. Travellers must also register themselves at the Mudir's Office, Khartoum, or at the Hotel.

N.B.—These restrictions do not apply to tourists travelling under the auspices of Messrs. Cook, or any other recognised Tourist Agency.

Travellers proceeding to Gondokoro, or any point south of Khartoum, must also obtain a special permit from the Civil Secretary, Khartoum.

Goods Agent.—Aliferopoulos.

Tourist Agent. – Messrs. Cook & Son's Representative, Grand Hotel.

Books of Reference.—There is no guide book to Khartoum yet published, but information about the Soudan capital will be found in most of the travel books on Upper Egypt and the Soudan recently published, notably in Hon. S. Peel's "The Binding of the Nile and the New Soudan" (Arnold, 1904). Short but very useful descriptions in Baedeker's "Egypt" (1902), and Macmillan's "Palestine and Egypt" (1903). The latter has excellent plans of Khartoum, Omdurman, and Halfaya. Tourists should also obtain the two Government pamphlets, "Notes for Travellers and Sportsmen in the Soudan," and "Notes on Soudan Outfit." An interesting description of Khartoum of to-day, by Mr. John Ward, F.S.A., appeared in the *Sunday at Home*, September, 1902.

VI.—THE NILE VOYAGE.

MANY English people who are accustomed to spend the winter in one of the relatively cheap watering-places of the two Rivieras are often deterred from wintering in the undeniably superior climate of Egypt by the expense of the journey and the high cost of living in Cairo. The city of the Caliphs is, no doubt, one of the most expensive health resorts in the world, not only owing to the high charges of its splendidly equipped hotels, but to its great vogue as a fashionable cosmopolitan winter city. People are, however, beginning to realise that Cairo is not necessarily Egypt ; and, indeed, as a health resort pure and simple, as I have already attempted to show, it is by no means to be recommended unreservedly.

There are, of course, the Nile resorts, Luxor and Assouan, already described, which are beginning to be frequented as invalid stations. There are, however, certain objections to these places which are not to be found in the Nile Voyage, and the Nile, though no doubt principally "a stream of pleasure," may be regarded as a health resort.

The climate of the Upper Nile and Nubia is undeniably superior to that of Lower Egypt.

The Dahabeah Voyage.—The fullest benefit from the Egyptian climate is gained from a prolonged Nile voyage in a well-appointed dahabeah, while the asepticity—word beloved by the faculty—of the atmosphere is greater than at Luxor or Assouan. Then the Nile itself is more equable in temperature than its banks. On the other hand, invalid passengers on these miniature pleasure-barges—for one is bound to admit that the lines of the dahabeah approximate more nearly to those of a Thames house-boat than a yacht—are not well protected from cold winds, which makes some physicians look askance on dahabeah trips for persons with delicate lungs, and the risk of chill is always present. Besides, though the actual extremes of temperature are less on the river than in the desert, the difference is

felt more by patients than when protected by the thick walls of an hotel. It is curious, too, that the cold at night seems to increase the further one goes south. These constitute the only real drawbacks to dahabeahs for delicate persons.

Formerly the only orthodox way of doing the Nile voyage was by means of these native sailing-boats, but the costliness of this means of locomotion practically confined it to wealthy travellers. Of late years the wholesome competition of the great tourist agencies has brought about a general reduction in the rents of these pleasure craft. With a party of four or five the inclusive cost of the two months' voyage to Assouan and back need not exceed £110 to £120 per head—granting, of course, that the organiser of the trip knows the river, has had some experience of Nile travel, and is able to hold his own with his dragoman.

For the health-seeker as well as the mere holiday-maker the dahabeah voyage is still the ideal method of spending a winter in Egypt. In short, this form of the new yachting is to the invalid what the pleasure yachting cruise—the latest development of co-operative travel—is to the ordinary tourist. Though independent, the traveller is not isolated, and can generally get in touch with civilisation as represented by the tourist steamers and mail-boats, which virtually patrol the Nile from Cairo to Wady Halfa. Then he is never more than a few hours' sail from a railway station, the line for the greater part of its length running along the Nile banks, and almost every station is a telegraph office as well. English doctors and chaplains are to be found throughout the season at the chief goals of the voyage —Luxor and Assouan—while, in cases of emergency, the services of the medical men attached to the tourist steamers would doubtless be available.

The voyage is eminently restful without being dull or monotonous. In fact, the Nile being the great highway of traffic for Nubia and Upper Egypt to Cairo and Alexandria, there is constant variety, and the river traffic affords plenty of life and movement. One constantly passes the picturesque trading dahabeahs gliding along with their enormous lateen sails, the artistic effect heightened by contrast with a trim, modern steam-dahabeah. The banks of the river, quite apart from the temples

and monuments of antiquity, are also full of interest for the observant voyager, who may congratulate himself on the superiority of his lot to his less fortunate invalid brethren wintering on the Riviera, and "killing time till time kills them"—chained for the greater part of the day, perhaps, to the hotel balcony or villa garden at Mentone, Monte Carlo, or San Remo.

Delightful "bits" for the sketch-book are constantly to be met with. At almost every village—and many are passed in a day's sail—native women may be seen filling their earthen jars with water, and carrying them on their heads with all the ease and grace of a Capriote girl. Jabbering gamins are driving down the banks the curious little buffaloes to water. Every now and then we pass a shadoof tended by a fellah with skin shining like bronze, relieving his toil with that peculiar wailing chant, which seems to the imaginative listener like the echo of the Israelites' cry under their taskmasters wafted across the centuries. The shrill note of a steamer-whistle puts to flight these poetical fancies, and one of Messrs. Cook's tourist steamers, looking for all the world like a Hudson or Mississippi river-steamer, dashes past at twelve knots an hour, her deck crowded with tourists. However, this somewhat incongruous and insistent note of modernity is fleeting enough. Has not the appointed goal, some fifty miles or so higher up, to be reached by dusk, or the arrangements of the whole Nile itinerary, and the plans of hundreds of tourists, would be utterly upset?

The Egyptian sunsets are, of course, famous; but nowhere, except perhaps on the Red Sea or Gulf of Suez, are the atmospheric effects so brilliant and striking as on the Nile. Their unique character is sometimes coldly explained by the learned as being due to the excessive dryness of the atmosphere and the haze of impalpable dust arising from the dried deposit of the annual inundation. Only the pen of a Ruskin could at all adequately describe the extraordinarily beautiful atmospheric effects of the Egyptian dawns and sunsets. The whole sky, from the zenith to the horizon, becomes a dome of gold shading off into crimson, purple, and opalescent hues, while the glassy mirror of the Nile gleams like molten metal. This splendour is followed by the soft sheen of the zodiacal light. Perhaps of all the wonderful scenic effects of the Nile this almost miraculous

afterglow is the most impressive. Only those with a true "feeling for colour" can properly appreciate it, for to attempt to portray it, either with pen or pencil, would be futile. These startling effects may be called miraculous, because inexplicable. In the tropics, as every one knows, there is no afterglow—

"The sun's rim dips, the stars rush out,
At one stride comes the dark,"

sings Coleridge's "Ancient Mariner." Only a scientist can explain why in Egypt, on the very threshold of the Tropic of Cancer, the sunset's afterglow lasts thrice as long as it does elsewhere in the same zone.

Life on a dahabeah has, in short, many of the advantages of a luxuriously appointed yacht, and is free from many of its obvious drawbacks. There are no storms, and very rarely a dead calm, for a northern wind blows as regularly as a trade wind almost continuously during the winter and early spring months. You stop where you please, and as long as you please, without a thought of harbour dues or anxiety as to the holding capacity of the anchorage. You can spend your time sketching, reading, or dozing, with a little shooting to give a fillip to the perpetual *dolce far niente*. You can explore ruined temples and other ancient monuments at your leisure, without the disquieting reflections that the Theban ruins, or the Ptolemaic temples of Philæ, must be "done" in a certain time or the tourist steamer will proceed on its unalterable itinerary without you. Finally, when tired of this perpetual picnic, you can enjoy for a few days the banal delights of a comfortable modern hotel at Luxor or Assouan.

Such is life on a dahabeah; but, alas! this epicurean existence is not for the ordinary sun-worshipper. As I have shown, it is a particularly costly form of holiday-making, though the expense is often much exaggerated.

Practical Hints on Dahabeahs.—The valuable advice given in Murray's *Handbook for Egypt*, and in Baedeker's *Egypt*, on the hiring of dahabeahs, may be supplemented by the following hints:—If the hirer is a novice in Nile travel, or is not prepared to take a considerable amount of trouble, he is strongly advised to hire the vessel from Messrs. Cook or The Anglo-American Nile Steamer Co.

Messrs. Cook have the largest fleet of modern dahabeahs, while those available for tourists hiring independently, though often cheaper, usually lack modern appliances. The larger ones of Messrs. Cook for nine or ten passengers have steel hulls and are most luxuriously appointed, with large bath-room, refrigerator, and even a piano! The great advantage of hiring one of these miniature floating hotels from this firm is that a supply of fresh meat, fruit, vegetables, milk, etc., can be had from the tourist steamers and the farms at Luxor without extra charge. The inclusive charges, which vary considerably according to the number of the passengers and the type of dahabeah, are from £60 to £100 a month per head. For the luxurious steam-dahabeahs *Nitocris* and *Oonas* the inclusive charge is from £70 to £100 a month per head. These charges, considering the high degree of comfort assured, cannot be considered dear.

The Anglo-American Company have also a good selection of dahabeahs, most of the larger ones (with accommodation for ten persons) being of the modern type, with iron hulls.

It must be remembered, however, that, when hiring one of these luxurious craft from either of these firms, though the hirer is relieved of all worry and responsibility, he will not be so likely to feel himself "captain on his own quarterdeck" as he would if he hired direct from a private owner; and also that independent hiring is cheaper, as affording scope for bargaining. In the latter case, it is decidedly an advantage to make a separate contract with the dragoman for the catering of the passengers, and another contract with the owner direct for the hire of the dahabeah with fittings (which should be specifically set out), and the wages of the reis (sailing-master) and crew. If, however, the contract is made with the dragoman solely, then take pains to ascertain that the boat is not the dragoman's property, or the temporary owner may find it difficult to maintain his authority; and, besides, the dragoman will naturally be inclined to be too careful of his craft, and may raise difficulties about sailing at night. In short, the hirer will possibly find himself at as great a disadvantage as a yacht-owner in a foreign cruise who has neglected to have himself registered as master in the yacht's papers.

Besides the ordinary Nile dragoman is absurdly conservative,

and is generally opposed to anything which offends against his notions of orthodox Nile travel. For instance, unless the hirer takes up an independent attitude from the first, the dragoman may raise objections to stopping for the purpose of sight-seeing when there is a fair wind, and may try to put off visits to the monuments till the return voyage. He is also averse to halting for any ruins which are not in the regulation itinerary.

As to the time occupied in the voyage from Cairo to Assouan and back, with favourable winds it can be managed in seven or eight weeks. But this might only allow very few days for Luxor and Assouan. Besides, anything like hurry is utterly foreign to the traditions of Nile voyaging, and even three months would not be found too long for this trip, especially if it be continued to the Second Cataract. It must be remembered, too, that if the contract is for three months, the cost would be considerably less relatively than for two months.

Native Dahabeah Voyages.—A party of three or four sportsmen (one at least of whom knows the country and the language well) who require no dragoman or other luxuries, could hire a native dahabeah, as distinct from a tourist one, for some £25 or £30 a month (including wages of a reis and half a dozen rowers), while the commissariat need not exceed 10*s.* or 12*s.* a head per day. A camp servant, in lieu of a dragoman, at £5 or £6 a month should be hired, while the reis might act as cook for about £4 a month extra. This is an ideal method of Nile travel for sportsmen, artists, and others, who have no objection to a certain amount of rough living. But even in this case a short contract should be signed by the reis and his employer.

Tourist Steamer.—For those who are wintering in Egypt for their health there can be no question of the superiority of the dahabeah over all other modes of Nile travel. To many, however, the great expense is an insuperable drawback, and for these a series of voyages in the well-found and well-equipped tourist steamers of Messrs. Cook or the Anglo-American Line will be found a tolerable substitute.

Fuller details of Nile voyaging by dahabeah or tourist steamers will be found in my "Hints to Travellers in the Near East." 2*s.* 6*d.* Marlborough, 1903.

It must be admitted that on the ordinary Nile trip from Cairo

to Assouan the facilities for sport are meagre. Indeed, till one reaches the Soudan, the farther one goes south the scarcer is the game. For it is the densely populated Delta that affords the best ordinary shooting, especially snipe and quail, while the uncultivated fringe of desert bordering the Nile affords no cover for game. Beyond Khartoum, however, big game of various kinds are plentiful. Shooting of big game is now, however, subject to stringent regulations, and a licence must be obtained from the provincial Government. Very full details will be found in the Soudan handbook published by the Government. Firing from steamers or dahabeahs is strictly prohibited; but an exception is made as regards crocodiles, though, with a touch of sly humour which one rarely finds in an official publication, this practice is deprecated as being "more dangerous to the natives than the crocodiles"!

For dates, etc., see **Routes** at beginning of book.

PART IV.

MEDITERRANEAN ISLANDS.

I. — SICILY.

(1) PALERMO.

"In lands of palm and orange blossom,
Of olive, aloe, and maize and vine."

SICILY is a country which has been, till within the last few years, but little known to tourists, compared to other countries of Southern Europe. As a field for tourists and travellers it possesses many claims. It is extremely rich in historical associations, beginning from the earliest ages of antiquity and mythology. Among the causes which have hitherto prevented the island from being visited to any large extent is the fear of brigandage. Up to the last two or three years, it seemed, however, that this form of highway robbery had, thanks to increased facilities of communication, almost completely disappeared, being only very rarely heard of in feeble and spasmodic bursts at the south of the island, where roads are scarce. Recently, however, the terrible destitution among the peasantry, the unsettled and disturbed state of the island, the frequently recurring agrarian outrages, and the appallingly low standard of civilisation in the remote country districts, necessitate caution on the part of English travellers and tourists when leaving the beaten track of travel. Palermo, Catania, Syracuse, and other tourist centres are, however, as safe as Nice or Cannes. As a rule, though, it is the Sicilian merchants and landowners who run the most risk. Tourists and artists are not considered by brigands—who are thoroughly imbued with the commercial spirit of the age—a sufficiently valuable quarry.

This state of affairs has naturally checked the development of Sicily as a winter resort. It is the more regrettable as "almost all the coast of Sicily is capable of being made one great winter sanatorium, recommended by the warmth and equableness of its climate, while the mountain slopes afford a range of temperature. Nature has lavished here its grandest and most beautiful aspects, and Art has nobly seconded her, the remains of Greek, Roman, Moorish and Norman architecture being of almost unequalled interest and variety. But in the present condition of a populace, which, but for a strain of Saracenic blood, has in some respects altered little since the days of Theocritus, the English visitor will probably confine himself to the region traversed by the railway, and rest content with visiting the chief places on the coast—Palermo, Girgenti, Messina, Catania, and Syracuse, adding perhaps a trip from Palermo to the western end of the island."—*A. R. Hope Moncrieff.*

Palermo, called La Felice, is, like Naples and Constantinople, one of those numerous cities possessing "the most beautiful site in the world," and certainly—leaving invidious comparison aside—its situation is surpassingly beautiful. It is built on the shores of a wide bay, at the foot of a fertile plain. This plain is fancifully termed by the natives "La Concha d'Oro" (golden shell), from its shape and the glowing mass of foliage which the thickly clustering gardens present to the view. Encircling the plain is a noble amphitheatre of hills, their lower slopes covered with orange groves and vineyards. Sicilians are fond of comparing this bay to the Bay of Naples. The comparison is, perhaps, inevitable, but it must be confessed that the Bay of Palermo is but a miniature copy, and lacks the noble sweep of the far-famed Neapolitan gulf. Palermo has for many years been a popular resort of artists, and has of late come to the fore as a health resort.

Climate and Temperature.—Palermo has an excellent and most salubrious climate, which is in most respects particularly well adapted to consumptive patients. The best months for invalids are from December to March. Most rain falls in the month of November and the early part of December. The amount of rainfall is greater than at most of the Mediterranean winter stations, and there is, consequently, more humidity in the atmosphere than in the Riviera or along the southern shore of the Mediterranean. On this account some persons find it rather relaxing; while, on the other hand, Palermo is considered by many medical men particularly well adapted to cases of consumption of a nervous character, for which the stimulating climate of the Riviera is rather too irritating.

The atmosphere is very clear, and the sky is usually quite free from clouds. The mean temperature is about the same as that of Malta. The mean average temperature of January, the coldest month, is 51½°, and of the three winter months, 53°. The annual mean average is not more than 64°. Palermo is fairly well sheltered from winds, and the sirocco is rarely felt. Apart from the climatic conditions which affect different patients in different ways, Palermo has a great deal to recommend it as a winter residence for delicate persons, or for those who do not consider themselves invalids, but prefer to spend the winter in a warm climate. The sanitary conditions are very good, in fact, much better than in most cities of the south of Europe of the same size. The streets are fine and open, and the numerous public gardens afford delightful promenades.

Dr. Berlin, of Palermo, has kindly furnished me with the following notes on the suitability or non-suitability of Palermo as a winter residence for various classes of invalids:—

"The climate of Palermo is distinguished by a relative

warmth, small range between maximum and minimum of the air temperature, relatively great humidity, and a somewhat greater amount of rainy days than in other places. Therefore invalids with chronic rheumatism, Bright's disease, or those with torpid digestion, or a tendency to diarrhœa, will be obliged to take greater precaution here than elsewhere. Speaking generally, patients with any affection of the respiratory organs might visit Palermo with advantage. Specially may be mentioned in this regard all cases of phthisis, and principally the chronic forms and incipient affections, all affections of the larynx and the bronchial system; also secondary bronchitis in heart diseases and arteriosclerosis, re-convalescents of pneumonia, and other re-convalescents. But all cases of acute and rapid phthisis, cases with continuous hectic fever, as well as any other diseases which require a continuous treatment or special nursing, ought not to be sent abroad.

"Whenever the humidity of the air in some single case will not suit—and we may name here emphysema, bronchial asthma, bronchiotasia, and bronchorrhœa—this must be considered more as an individual incompatibility than as a general effect of the climate, and as a matter of individual experience and medical judgment."

Amusements.—Palermo being the capital of Sicily, and a city of nearly a quarter of a million inhabitants, amusements of all kinds are plentiful, and there are numerous public entertainments. There are two good theatres, and during the winter season good Italian operatic performances are given. The prices for seats are very low. The Carnival is celebrated on an elaborate scale, and attracts crowds of strangers from all parts of the island and the south of Italy.

Sport.—Good shooting can be obtained in the island.

Partridge and quail are plentiful, and sportsmen will find it worth their while to bring a gun. None worth speaking of, though, in the neighbourhood of Palermo. A shooting licence is necessary, as in Italy; the charge is 12 lire 50 cent.

For information as to the game laws of Italy and Sicily, which are confusing, little known, but fortunately not often enforced, it would be advisable to write to the editor of the weekly journal *Caccia e Corse*, published at Milan.

Objects of Interest.—If the tourist has three days for sight-seeing he can see the principal attractions in this time by following the suggested programme :—

First Day. Palazzo Reale (Cappella Palatina), Cathedral in the morning; Museo (before 3 p.m.), S Domenico, La Martorana, and Sta. Maria di Jesu in the afternoon.

Second Day. Monreale Cathedral and S. Martino Monastery in the morning; Giardino Inglese, La Favorita, and Monte Pellegrino in the afternoon.

Third Day. Excursion to Greek Temple at Segesta.

Though a week's conscientious sight-seeing would not exhaust the lions of Palermo, yet the hurried tourist with only one day to spare can see the principal by hiring a cab by the hour, and taking them in following order :—Museum, S. Domenico, La Martorana, Cathedral, Palazzo Reale (where cab can be dismissed). Then lunch. In the afternoon take tram at P. Bologna (close to Quattro Canti, where the two chief streets, Via Macqueda and the Corso bisect) for La Rocca (every ten minutes, 20 c.). Take cab to Monreale and back. (Bargain necessary. Give 7 l. to include hour's stay). Return from La Rocca by tram to starting-place. Cab to Falde at foot of Monte Pellegrino (1 l. 75 c. enough), and walk to the top (1 hour). Monte Pellegrino (2,065 ft.), though from the Alpinist's narrow point of view a mere hillock, is undoubtedly one of the most striking and picturesquely formed mountains in the world. The view from the top, especially towards sunset, affords one of the grandest prospects in Italy. To return to the sights within the city, for this trip should perhaps come

under the head of excursions, the principal attraction of Palermo is the Palazzo Reale, with its famous *Palatine Chapel.* This church is one of the richest examples of decorative architecture in the world. Mosaics are everywhere, from western door to eastern window, from north to south transept. (Fee 1 l.)

Cathedral.—The chief attractions here are the porphyry sarcophagi of the Norman kings and of the Emperor Frederick II. The sacristy and crypt (fee to attendant 1 l.) should also be visited.

Museum and Picture Gallery.—Open daily 10 to 3, 1 l. (Sunday free). The collections here are so large that the hurried tourist should not attempt to visit all the rooms. The most interesting are :—

(1) On the ground floor, the *Sala delle Metope*, containing the Greek statues found at Selinus.

(2) First floor.—The rooms containing the Antique Bronzes (Pompeian and Syracusan) and the Greek Vases are best worth visiting.

(3) Second floor.—The Picture Gallery. The chief treasure here is an altar-piece attributed to Dürer, in the cabinet adjoining the Sala del Romano. In this cabinet (the "Tribuna" of the Gallery) are paintings ascribed to Raphael, Memling, Holbein, Correggio, and other masters; but modern experts deny their authenticity.

La Martorana (near Quattro Canti).—Open 9 to 4. Fee 1 l. Style Byzantine. The pointed arches are Moorish, not Gothic. The mosaics here are very fine, but inferior to those of Monreale and the Palatine Chapel. The wood carving here is the best in Sicily.

Excursions. — *Monreale.* — The magnificent Romanesque Cathedral (built 1174-89) has been restored with taste. Mosaics cover the walls with as great profusion as in the Cappella Palatina, covering an area of 70,400 sq. feet. The *Bronze doors* (A.D. 1186), in the western façade, unequalled in South Italy, are the work of a Pisan sculptor. Adjoining the Cathedral is a Benedictine Monastery, now used as a seminary. The beautiful cloisters alone remain of the original twelfth-century building. The pointed arches, supported by over 200 richly decorated columns, are covered with mosaics.

A steep path (1½ hour) leads to the suppressed monastery of *S. Martino*, founded in the sixth century, now converted into a Reformatory. The view is well worth the climb.

Other excursions can be made to the Catacombs by electric tram from Piazza Bologna, and Zita (palace of Saracenic origin), also by electric tram.

Greek Temple of Segesta. — The tourist, even if he has only one day to spare, should make a point of visiting some of the famous Greek temples and theatres, the grandest ruins of the kind out of Greece, especially if Pæstum has not been visited from Naples. The best are at Selinunte and Girgente, but two days at least are required for each of these trips, and the latter is a costly undertaking (expensive modern hotel). The excursion to Segesta can, however, be managed in one day, by leaving Palermo by early train (about 5 a.m.). Book to Alcamo-Calatafimi St. (3¼ hours; fares 9 l. 50 c. first, 6 l. 65 c. second), having wired to Albergo Centrale for carriage from station to Segesta (9 to 10 l. return, allowing three hours for visit to ruins and for lunch, which must be brought).

The ruined Doric temple is impressively situated on a hill, 1,000 ft. high. The proportions of the temple are even finer than those of the Temple of Neptune at Pæstum, being 200 by 85 ft., with the columns (monoliths) 29 ft. high. Fee to custodian, 1 l.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—The leading hotel is the new Villa Igeia, occupying a fine site on the slopes of Monte Pellegrino, and having very extensive grounds. It is an expensive house, but cannot be called dear in view of the luxurious and up-to-date equipment. Acc. 250; B. 1 fr. 50 c.; L. 5 fr.; D. 7 fr.; R. from 6 fr.; P. from 16 fr.; Lift; E. L.

The Hôtel de France, in a central situation on the Marina, has been enlarged and much improved. A comfortable and particularly well-managed house. Has all the appliances of a large first-class hotel, including lift and electric light. Acc. 140; B. 1 fr. 50 c.; L. 3 fr. 50 c.; D. 5 fr.; R. from 4 fr. 50 c.; P. from 10 fr. C.

The principal hotel was formerly the Hôtel des Palmes, Via Stabile, near the English Church. A well-appointed and high-class house, but rather expensive. There is a large garden containing some magnificent palms. Ref. The Hôtel Trinacria is situated in an open and healthy position on the Marina, and is under the same proprietorship as the Hôtel des Palmes. Consequently it has virtually become a *dependance* or overflow house of the other when crowded, as it is apt to be in January, the height of the Palermo season. Invalids generally prefer the Trinacria, partly because it is quieter, and partly because it commands a good view of the bay. The terms are a little more reasonable than those of the former establishment.

A new hotel-pension, called the Panormus (7, Villarmosa), is beginning to attract English custom. P. from 9 fr. There are several other hotel-pensions, of which Pension Suisse, 187, Corso Vittorio Emanuele; Fersenghi, 55, Via Lincoln; du Sud, and Germania (next to Hôtel des Palmes), are perhaps the best. *Pension* from 6 or 7 fr.

Villas and Apartments.—Villas are not easily procurable, and the rents are high. "Some of the private villas in the Giardino Inglese are also let, but not as a rule to pulmonary patients" (Baedeker). Furnished apartments (*case mobigliate*) are numerous: they are mostly in the Corso Vittorio Emanuele. The charges vary from 35 or 40 fr. a month for a single room to 100 fr. or 120 fr. for a suite of five or six rooms.

Church Services.—The English Church is opposite the Hôtel des Palmes. Open from October to June. Chaplain, Rev. Canon T. C. Skeggs, 62, Via Carella. Services, 11 a.m. and 7.30 p.m. All sittings free,

English Consul.—S. J. A. Churchill, Esq., 168, Via Borgo; Vice-Consul, W. Stegno Navarra, Esq. U.S. Consul, James Johnston, Palazzo di Martino, Via Liberta (12 to 4).

Doctor.—Dr. Berlin, 104, Via Emerico Amari (speaks English). "There is an English-speaking doctor (mother is English), Dr. E. Parlato, 105, Via Stabile; also Dr. Elisa Parlato (lady doctor). Both speak English, French, and German, as well as Italian. Swiss and Italian qualifications. Dr. Parlato is a chemist as well as a doctor in medicine."

Dentist.—Cav. P. Bracchi, 201, Corso Vittorio Emanuele.

English Chemist.—Caputo, Corso Vittorio Emanuele (speaks English).

Postal Arrangements.—The chief office is in the Piazza Bologna. Letters to England, 2½*d.* per ½ oz.; to any part of the island and to Italy, 2*d.* Letters for the Continent can be posted at the Florio-Rubattino Steamship Company's office in the Piazza Marina up to one hour before the departure of the steamer. Parcels post (see FLORENCE). The English mail takes three days in transit. A mail arrives and departs daily. The chief telegraph office is 222, Via Macqueda (open day and night); rates to England (see FLORENCE).

Banks.—Ingham & Whitaker, 1, Via Bara; Young Brothers, 3, Via Alloro; Wedekind & Co., 48, Via Cintorinai; Banca d'Italia; Banca di Sicilia, Palazzo delle Finanze. Money-changer, Filippo Bonomonte, Piazza Marina.

Baths.—7, Via Quattro Aprile, near Piazza Marina. Cold, 1 fr.; warm, 1 fr. 25 c.

Cafés and Restaurants.—Oreto, Piazza Marina; Umberto, Quattro Canti di Campagna; Gambrinus, Firenze, Via Macqueda.

English Tea-room, 16, Piazza Marina.

Club.—Casino Nuovo, Palazzo Geracci, Corso Vittorio Emanuele. Visitors admitted for eight days gratis on presentation by a member. Subscription, 10 fr. a month. Well supplied with English periodicals.

Conveyances.—Cabs: For the course, 50 c.; to the station, 1 fr.; by the hour, 1 fr. 80 c. for one and 2 fr. 20 c. for two horses. For excursions and drives outside the town there is no regular tariff, and the hirer must make his own arrangements with the coachman. He will usually, however, accept time rates if arranged beforehand. Locomotion about the city is easy, as electric trams run through the principal streets. Fare, 10 c. in the town, 20 c. beyond.

Guides and Interpreters.—A guide for the day can be obtained from 5 to 10 fr. The latter charge is for excursions outside the town. Interpreters can be obtained at 360, Corso Vittorio Emanuele, and at Pernull's Tourist Agency (see below).

International Sleeping Car Agency.—Messrs. Gondrand.

Language.—Italian in Palermo, but in the villages and in the interior of the island the Italian of Tuscany would not be under-

stood, but only the Sicilian dialect. French is understood at the principal hotels and shops, and English is spoken in the former.

Living Expenses.—Palermo used to be thought a fairly cheap place to winter in, and the prices for provisions and necessaries moderate; but an old resident writes, "the most expensive place in Italy." For shopping purposes a slight knowledge of Italian is not only very useful, but will generally enable the visitor to get a considerable reduction in prices.

Passports.—Though these are not any longer required for Italy and Sicily, yet visitors will generally find it worth their while to procure one before leaving England. The charge for the *visa* of the Italian Consul-General (44, Finsbury Square, E.C.) is 5*s.*, in addition to the Foreign Office fee of 2*s.* Tourists, and especially artists, are strongly recommended to carry one.

Shops.—

Antiquities.—F. Costa, 224, Via Macqueda.

Booksellers.—A. Reber, 360, Corso Vittorio Emanuele. Information given to strangers. L. Pedone, Corso Vittorio Emanuele.

Bicycles.—P. Cannella, Via Macqueda.

Bootmakers.—Ferro, 217, Via Macqueda; Lucchesi, 464, Corso Vittorio Emanuele.

Circulating Libraries.—Reber; Miss Wilson, 16, Piazza Marina.

Confectioners.—Caflisch, 180, Corso Vittorio Emanuele; Guli, 101, Corso Vittorio Emanuele.

Glover.—Cardullo, Via Macqueda.

Grocer.—Dagnino, Corso Vittorio Emanuele.

Hosier.—Labban, Via Macqueda.

Music Seller.—R. Sandron, 381, Corso Vittorio Emanuele.

Outfitters.—Bocconi, Corso Vittorio Emanuele; Unione Militare (Italian Army and Navy Stores), 481, Corso Vittorio Emanuele.

Photographers.—A. Reber (collection *Alinari*) and G. Sommer, both on Corso Vittorio Emanuele; Melendez (Materials), Via Macqueda.

Tailor.—Culotta, 200, Via Macqueda.

Watchmaker.—Punzo, 124, Corso Vittorio Emanuele.

Wine Dealers.—Florio, Via Materrassai; Whitaker.

Tourist Agent.—Von Pernull, 93, Corso Vittorio Emanuele.

Map.—The best map of Sicily is the Carta Generale della Sicilia, published by the Instituto Cartografico, Rome, 1891. Scale, 1 in 500,000.

Guide Books and Books of Reference.—Baedeker's "South Italy" (1902, 6*s.*) gives an excellent description of Palermo. Murray's "Handbook to Sicily" (1892, 6*s.*). "Guida di Palermo" (Treves, Milan, 2 lire). "Where to go Abroad" (A. & C. Black, 1893, 3*s.* 6*d.*), has an excellent description of the chief places of resort in the island. Joanne's "Italie et Sicilie" (10 fr.. Hachette, 1901). Sicily is not included in Murray's "South Italy," though there is a short description of Palermo in Murray's "Handbook to the Mediterranean" (20*s.*): this is, however, more interesting to the yachtsman and sportsman than to the ordinary visitor. The climate of the island is described at some length in Dr. Bennett's "Winter and Spring on the Shores of the Mediterranean," and Dr. Yeo's "Climate and Health Resorts." Recent books of travel are: Douglas Sladen's "In Sicily" (400 illustrations, £3 3*s.*, Sands, 1901), a comprehensive, informative and well-written work; "Segesta and West Sicily" (illustrated, 10*s.* 6*d.*, Sands, 1902), a popular abstract of the larger work; "Sicily" (5*s.*, Methuen, 1904), a popular guide. Then there are A. J. C. Hare's "Cities of South Italy and Sicily"; W. D. Howells' "Italian Journeys"; Mrs. Elliott's "Diary of an Idle Woman in Sicily"; Miss Kavanagh's "The Two Sicilies." Mr. Marion Crawford's "Corleone" (2 vols., 12*s.*, Macmillan, 1897) gives lifelike studies of Sicilian life and character. A very readable account of Palermo, by H. D. Traill, will be found in the *English Illustrated Magazine*, January and February, 1886. The most important work of reference for Sicily is Professor Freeman's "History of Sicily" (2 vols., Clarendon Press, 1891, 42*s.*). For the general reader Professor Freeman's abstract of this work, "The Story of Sicily," in the "Story of the Nations" Series (5*s.*, Unwin), is more suitable. Then Marion Crawford's "Rulers of the South: Sicily, Calabria, Malta" (illustrated, 2 vols., Macmillan, 1900), and Paton's "Picturesque Sicily" should also be read. In fiction excellent descriptions of modern life in Sicily will be found in F. M. Peard's "Donna Teresa."

(2) CATANIA.

BEFORE the numerous winter stations on the Italian Riviera, with their undeniable advantages of comparative proximity to England and readiness of access, became so much frequented, Catania promised to become a popular invalid station, and certainly its climate has much to recommend it ; but its great natural advantages were not supplemented to any great extent by the local authorities, and individual enterprise was also lacking.

Add to this that there is no English medical man, very little suitable accommodation for invalids, only tolerable hotel accommodation, and that expensive; and it is not surprising that Catania has never succeeded in becoming a popular or well-established health resort. Taormina (described in the next chapter) seems indeed of late years to give promise of succeeding better as an invalid residence than Catania.

The town, though not of course so gay as Palermo, is fairly well provided with entertainments and amusements (good theatre, casino, etc.). At the same time, delicate persons are not tempted to injure their health by keeping late hours ; the Sicilians are quite pastoral in this respect, and after ten o'clock it would be rare to find a *café*, or even a tobacconist's shop open.

Nowadays Catania is visited chiefly by tourists, who find the town a convenient headquarters from which to make excursions to Taormina and Syracuse—after Mount Etna the chief lions of this part of the island—and a starting-point for the Etna expedition.

Climate.—Catania is considered by some medical authorities to possess a climate which is not to be surpassed by any health resort in the South of Europe, and one which is well suited to consumptive patients. It is more bracing than Palermo, though not so stimulating as the Riviera. The mean average temperature for the five months from November to March is 56°. The temperature is very uniform, and there is no sudden fall of the thermometer at sunset, as in the Riviera and some other winter stations of the South of Europe. With regard to rainfall the remarks with reference to this in the paragraph on the Palermo climate will equally apply here, there being very little difference.

A great deal of information on the subject will be found in "Il Clima di Catania," by Dr. Ughetti, from which I extract the following statistics: "The rainfall and weather in general which prevails at Catania may be estimated from the averages covering a period of twelve years, which give an annual average of 221 absolutely clear and fine days, 104 more or less cloudy, and only 40 in which rain falls. December and April are the windiest months, while January and February are comparatively free from wind."

The most disagreeable features of the climate are the east winds, from which Catania is not well screened. The sirocco, too, is occasionally felt. From the north winds, however, Catania is well protected by Mount Etna, and, to a less extent, by the distant mountain ranges of Calabria.

The sanitary condition of the town is good, and has much improved of late years. The condition of the streets near the sea, however, still leaves much to be desired. So much for the advantages of Catania as a winter residence for delicate persons.

Hotels.—Catania, from the hotel proprietors' stand-

point, is a decaying, if not a decayed, tourist centre. A large hotel was built some years ago, but the lack of custom caused it to close its doors, and it is converted into *case mobigliate* (*anglicé*, flats). The two leading hotels, and those most frequented by English visitors, are the Grand Hotel Bristol (Swiss management) and the Grande Bretagne. The former is situated between the station and the harbour, with good views of the bay. Comfortable house, but rather expensive. *Pension*, 10 fr. to 12 fr. The Grande Bretagne is cheaper (*pension* from 9 fr.). Cook's coupons taken. Both are open all the year. The other hotels, of which the Globe is perhaps the most tolerable, are indifferent, and the charges somewhat high for the accommodation provided.

No villas to be let, but furnished apartments can be obtained in the principal streets. Rents moderate.

Sport.—Very little shooting obtainable by visitors in the vicinity of Catania, but at Lentini Lake, eighteen miles south (station on the Catania-Syracuse line), very fair shooting is to be had. Snipe and woodcock and wildfowl of all kinds plentiful. The proprietor allows visitors to shoot over the lakes for 10 fr. a day, which includes the use of boat and man.

Principal Sights.—Most travellers, impressed by the superior attractions for sight-seers possessed by Palermo, Syracuse, and other Sicilian cities, are inclined to ignore Catania. The antiquities are not perhaps of great interest to the ordinary tourist, but to the archæologist and historical student Catania is an attractive place enough. The chief curiosities can be seen in a morning's drive, taking them in the following order.

Cathedral.—With the exception of apse and east transept (A.D. 1091), the remains of the ancient theatre (see below) have furnished the building material. The tomb of Frederick III. and Queen Constance, the relics of

Sta. Agatha (fee 50 c.), and the tomb of Bellini are the chief objects of interest. In the Cathedral Piazza is a curious fountain crowned by an elephant of tufa stone bearing an Egyptian obelisk. The object and date are unknown.

Roman Bath.—For admission apply to the sacristan of the Church All Indirizzo (fee 50 c.), built over the bath. This antiquity is complete and well preserved.

Greek Theatre (Via del Teatro Greco).—In a more ruinous state than the one at Taormina or Syracuse, but the outlines can be easily traced. Fee to custodian, 1 l.

Monastery of S. Nicola.—A huge pile in the Piazza Dante, now turned into barracks. In the chapel is one of the largest organs in the world. Fine view of Mt. Etna from the tower. Fee, 1 l.

S. Carcere, near the Piazza Stesicoro (where there is an imposing monument to the composer Bellini), contains a curious relic of Catania's patron saint, S. Agatha—viz., a block of marble with an impression of the martyr's feet.

Villa Bellini.—A prettily arranged public garden. From here fine views of Etna.

Excursions.—Catania serves as a convenient centre for exploring this part of Sicily. The chief excursion is of course the ascent of Mount Etna. It does not require much climbing experience, but it is a long and fatiguing excursion. After October the actual summit is not usually practicable, on account of the snow, but the lower peak, Monte Rossi, can be climbed all through the winter, unless the weather is exceptionally severe. From here the view is almost as extensive as from Etna itself. The route is as follows:—From Catania to Nicolosi in about two hours and a quarter; fare, 10 lire, which includes *buonamano*. From Nicolosi to Etna the climb takes usually nine or ten hours. A guide (12 lire) is necessary, and a mule (10 lire). A mule will be required for each

tourist, and an extra one to carry the provisions and firewood. If the ascent is made by night, in order to see the sun rise, a boy (3 lire) with lantern is usually taken unless there is a moon. Beyond Nicolosi the road winds in zigzags through gloomy forests of chestnut trees. In about two hours and a half after leaving Nicolosi, the Casa del Bosco is reached, a farmhouse where rough refreshments and shelter can be had if necessary. By a series of declivities the Piano del Lago, an inclined plain, is reached. Before the Observatory was built shelter was found at the refuge hut, called Casa Inglese, built by English officers in 1811. An Observatory has been built here, where rough accommodation can be obtained, but there are only two beds and a few mattresses. Mules have to be left here.

On the same plateau, 9500 ft. above the sea, is the Philosopher's Rock, said to have been inhabited by Empedocles, who threw himself into the crater 400 B.C. Others suppose it rather to be a belvedere built for the Emperor Adrian, when he went up Etna. Eastward of the Piano del Lago is the great precipice known as the Val del Bove, surrounded on three sides by perpendicular cliffs from 1000 ft. to 3000 ft. in height. At the Casa Inglese begins the ascent (about one hour and a half) of the very steep incline of the last cone (about 1000 ft.), rising out of an extensive plateau. Mount Etna (called by the Arabs Djbel, thence Mongibello) is the highest volcano in Europe (10,875 ft. above the sea. Its height varies with that of the cone which terminates it, and which is modified at each eruption. One of the peculiarities of Etna is the multitude of cones, or secondary volcanoes, spread over its sides, some of which are of considerable size. From the summit the view is magnificent, and embraces a wider horizon than from any point of equal height in Europe. Even from the higher peaks

of the Swiss Alps the view is not so extensive, being shut in by other mountains. If the summit is gained at sunrise, and the weather is clear, not only can the whole of the island be seen, and a great part of South Italy, but Malta and the coast of Africa. The spectacle, too, of the gigantic shadow of Etna creeping over Sicily, is striking in the extreme. The descent to Nicolosi can easily be made in about five hours. Those intending to make the ascent are advised to write first to the Secretary of the Italian Alpine Club, 197, Via Lincoln, who would recommend guides and give valuable information about the excursion.

If the traveller takes mules or porters with him, a guide is not necessary, but will probably be found an encumbrance. However, he will not be likely to have the option of refusing, as the muleteers will refuse to go without them. The guides and porters, mule-drivers, etc., are not properly organised, and it is their interest to make out that the trip is a very serious undertaking, demanding even for a single tourist several guides and porters.

Since the completion of the railway round Mount Etna, from Catania to Bronté and round by Randazzo to Acrireale in 1895, the Etna expedition has been rendered much easier, as the first and most tiresome portion of the excursion can be made by railway.

Another very interesting excursion is to Syracuse, which is full of Greek remains and antiquities. The celebrated Arethusa stream flows through the town. It is interesting, too, as the only European habitat of the papyrus. The excursion can be done in one day if the early morning train be taken. The Sicilians are remarkably early risers, and as far as travelling by train goes, English people must conform to the customs of the natives, and get up at an hour when their compatriots at Nice or Cannes are thinking of retiring for the night. The morn-

ing train for Syracuse usually leaves at 4·50 a.m., and the next does not leave till the afternoon.

Those staying at least a month in Sicily and wishing to visit the chief antiquities economically should procure the special month's season ticket of the Sicula Orientale Railway for £4. This allows them to travel first class over the whole line for a whole month. Palermo, Messina, Taormina, Catania, Syracuse, and Girgenti can all be visited for this inclusive sum.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—See above.

Consuls.—English Vice-Consul, A. W. Elford, Esq., Via Marina; U.S. Consul, A. Heingartner, Esq.

Doctor.—Dr. Ughetti. Speaks English.

English Banker.—Mr. A. W. Elford, Via Marina.

Postal Arrangements.—The principal Post and Telegraph office is in the Piazza Nicoletta. Mails from London take a little over three days. A mail from the Continent leaves and arrives every afternoon.

Cafés.—Europe, Via Stesicoro-Etnea; Sicilia, Piazza del Duomo; Savoia (Restaurant), Via Mancini.

Club.—Casino Unione. Visitors admitted on introduction by a member.

Conveyances.—The cab fares are as low as at Malta, the usual charge for the course being 30 c. By the hour the fare is 1 l. 30 c. The boat fares for landing from the steamer are 50 c. for each person, and with luggage 1 l.

Newspaper.—*Gazetta di Catania*, 5 c. daily.

Guide Book.—There is no English guide book for Catania, but in the guide books on South Italy and Sicily will be found a short description of the town (see under NAPLES). To the list of books under PALERMO should be added Macmillan's "Western Mediterranean" (9*s.*, Macmillan, 1902).

(3) TAORMINA.

TAORMINA, on the east coast of Sicily, exactly half-way between Messina and Catania, is one of those places everybody has heard of, but few would care to be asked to "place" it on the map off-hand. With artists, however, the spot is as favourite a haunt as Capri, Sorrento, or Amalfi; and, to tell the truth, painting folk are quite content that these nebulous notions as to the precise locality of Taormina should still prevail among the ordinary run of guide-bound tourists. Do they not remember how Cromer, Newlyn, Newquay, Clovelly, Tintagel, etc., on our own shores, have been vulgarised, owing to the injudicious praise of the early discoverers of these beautiful spots? They have therefore been careful not to advertise the æsthetic attractions of this place to the common herd.

Of late years, however, Taormina has attracted the attention of that growing class of *hiverneurs* and "sturdy invalids" for whom the overcrowded, fashionable, and consequently expensive watering places of the south of France have no attraction.

The situation of Taormina is strikingly picturesque. Perched like an eagle's nest on cliffs some four hundred feet above the shore, it has the magnificent mountains of Mola and Venere towering like sentinels behind it; and, filling the whole southern horizon, the graceful lines of the pyramid mountain of Etna.

The beautiful and varied scenery, the unequalled views,

the salubrious atmosphere, the genial but exhilarating climate, the picturesque situation, the cheapness of living compared to the two other Sicilian winter stations, Palermo and Catania, and the plentiful hotel accommodation—all these attractions, not often combined in one place, make it likely that Taormina will in time become a favourite winter resort. As a purely invalid station, Taormina, however, can hardly be said even to be in its infancy. The absence of medical advice, or even of any shops or "English store" where medical comforts or invalid luxuries can be obtained, will prevent Taormina being recommended by medical men for patients suffering from pulmonary consumption or other severe ailments; but for those not seriously ill—convalescents, anæmic persons, those suffering from the effects of over-work, and, in short, all those not likely to require continuous medical advice (though this, after all, can be obtained by telegram from Messina, only thirty miles away) might spend a winter here with advantage.

There is no doubt that vague and unfounded fears of brigandage have had a good deal to do with the comparatively small number of visitors to Sicily. The recrudescence of this form of highway robbery in the island two or three years ago, highly-coloured accounts of which appeared in the London papers, has naturally tended to aggravate the dread of this antiquated form of "assault and battery" in the minds of English travellers. It is not disputed that brigandage does exist in Sicily; but it is a terror, not to the foreigner, but to the resident. The visitor who keeps to the well-known routes has nothing to fear, partly because the stray tourist or the wandering artist is not considered a sufficiently valuable quarry by the *malandrini*, as the brigands are termed in the local journals, and partly because their movements cannot be calculated on with sufficient accuracy. Then,

too, it is understood by these well-informed gentry that the capture and "sequestration" of a foreigner would be far more severely punished than in the case of a native. Brigandage, however, would long ago have been completely stamped out were it not for the latent sympathy, more or less interested, of the peasantry, and the tolerant attitude of all classes below the rank of merchant or landed proprietor. The sentiment of Sicilians on the brigandage question is shown by the following episode. At the time of the notorious capture of the Duca di Calvino at Trapani in 1883, when the "unfortunate nobleman languished" for many weeks in a cave, and was only released on payment of £2,400, a thoroughly respectable hotel-keeper in one of the larger towns, when questioned about this outrage by an English guest, made light of the occurrence as a mere *niente*. In short, this child of nature was inclined to look upon the matter as a kind of practical joke played on an exceedingly unpopular person. "The Duca di Calvino, what is he? A rich, very rich man. Yet if he comes into this town, that town, any town you will, does he go, as a *nobile* should, to the best *albergo* of the place? *Niente*. He go to a dirty little *trattoria* where I would not myself go had I but two lire in my pocket. The Trapani brigands, they have made some of his money to—how you call it?—circulate."

At Taormina, however, we certainly shall not be molested by brigands. Next to the glorious views, its chief attraction is the Greek theatre, one of the most interesting ruins in Sicily. This theatre, which was enlarged by the Romans, is partly carved out of the solid rock. Its area is extensive, and it is said that it could seat 30,000 persons. Not a vestige is now left of the tiers; but a portion of the walls surrounding the podium is still standing. Notwithstanding its ruinous state, it is said by archæologists that there is no other theatre of so remote

a period which is in such a good state of preservation. Near the little Museum to the south-east of the theatre are the remains of a Greek temple which was razed by the Romans in enlarging the theatre. One does not, however, require to be an antiquary or an archæologist to appreciate these magnificent ruins framed in the most exquisite landscape. The ordinary tourist, unlearned in ancient history and antiquarian lore, may not perhaps be much impressed by the fact that the stage is in a more perfect state of preservation than that of any other Greek theatre in Sicily, or, with one exception, in the world. Let him visit these ruins at sunset, and he will enjoy a prospect that will linger long in his memory. To watch the wonderful atmospheric effects of colour and shade is, if not a "liberal education," at any rate a lesson in the sublime. As he watches the crimson glow lingering on the snows of Etna, with the roseate-tinted smoke of the volcano hanging over the summit of the mountain like a fan-shaped halo, all around castellated heights and mountains, and below the rippling sea all purple in the twilight, he will begin to understand why visitors are content to remain a whole winter in a place totally lacking in the resources and distractions of an ordinary fashionable winter station.

Taormina, since the completion of the railway round Mount Etna in 1895, makes a convenient centre for volcano expeditions, as the northern terminus of this railway joins the Messina-Syracuse railway at Giarre-Riposto, a new station about ten miles south of Giardini, the station for Taormina.

Climate.—Taormina possesses an excellent climate. Its leading features are great uniformity of temperature and abundance of sunshine. There are not likely to be more than half a dozen days from January to April on which an invalid could not sit out of doors in a sheltered

position. In fact, Cicero's oft-quoted remark about the climate of Syracuse (only eighty miles south), that the sun shines every day throughout the year, is almost literally true at the present day, and would apply equally to Taormina. December is the rainy month; but here, and, in fact, all along this coast, the rainfall is less than at Palermo and other towns on the northern shores of the island.

Society.—There is quite an English colony established here; but it must be confessed that the English community are rather swamped by the throngs of German visitors who seem to have a special affection for the wintering places of South Italy and Sicily. It is almost impossible to get out of earshot of the strident tones of these chattering Tedeschi; and, indeed, these genial, gregarious, but overpoweringly expansive pilgrims from the Fatherland seem too much in evidence. Owing to the admixture of a decidedly literary element, the society here resembles a little that of the new Riviera resorts—Valescure and Cap d'Antibes.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—Hotel accommodation is plentiful, and, probably owing to competition, the charges are very reasonable, and far more moderate than at Palermo or Catania, but during the spring they are very crowded. The new Castello a Mare, with fine situation, and the Grand Hotel San Domenico may be considered the leading houses. *Pension* from 10 fr. Ref. The Timeo is an old-established hotel, and seems popular with English people. *Pension* from 9 fr. It is built on a commanding but well-sheltered site, close to the Greek theatre. Other hotels are the Metropole (*pension* from 9 fr.), and the Naumachia and Vittoria, which are reasonable in their charges, terms for *pension* being not more than 7 fr. It may be added that opinions vary a good deal as to the merits of the

Taormina hotels. It is significant that in the last edition of Baedeker's "South Italy," the well-known star is no longer affixed to the San Domenico, Vittoria, and Naumachia hotels. Cook's coupons are accepted at the Castello a Mare, San Domenico and Timeo hotels.

Church Services.—In the Hotel Bellevue every Sunday from November to May, Chaplain (S.P.G.), Rev. , resident at Messina during the summer.

Conveyances.—Donkeys are the usual means of locomotion for visitors. Charge about 1 fr. an hour, or 2 to 3 fr. for the afternoon. Boat 1 fr. an hour, or 2 fr. for a party with two rowers. Cabs to and from the station, 3 fr. for one and 4 fr. for two persons. Lower terms might, however, be accepted from a hirer speaking Italian. There is an omnibus from Taormina to Giardini Station. Fare 1 fr., porter 1 fr.

Language.—French and English are understood in the hotels, but visitors are, nevertheless, advised to master a few useful phrases of Italian. Artists and pedestrians will be nowhere without some slight acquaintance with it. In fact, all travellers in Italy should remember that French is of no use at all outside the great towns, and even then its value as a vehicle of communication is less than is usually supposed. German tourists have already grasped this important maxim, and it is rare to come across one in Italy who cannot, at least, make his bare wants known in the language of the country. A useful phrase-book is Marlborough's "Italian Self-Taught," one of the well-known "Self-Taught Series."

Photographer.—Crupi, Via Teatro Greco.

Dealer in Antiquities.—Schuler, Palazzo Corvaia.

Guide Books.—Very little of a practical nature is to be learned about Taormina as a residential place in the standard guide books, though an exhaustive description of the Greek antiquities is given in Murray's "Sicily" and in Douglas Sladen's "In Sicily." An interesting account of the Greek remains will be found in "A Taormina Note Book" in the *Century*, September 1893.

(4) SYRACUSE.

"The largest of Greek, and most beautiful of all cities."—CICERO.

IN many respects Syracuse is the most interesting and, next to Palermo, certainly the most beautifully situated of all cities of Sicily. Hitherto its lack of accommodation has caused it to be little known to the ordinary tourist, except as a goal of a two or three days' excursion, though it has for generations been a favourite headquarters of archæologists, artists, and cultured travellers generally.

Modern Syracuse is confined to the peninsula (formerly an island), originally merely the harbour of a city which was once the mistress of Sicily and the rival of Rome, whose walls (now partly traced along the Epipolæ Heights) included an area fourteen miles in circumference. It has now sunk to the position of an unimportant provincial town of some 23,000 inhabitants, and is "just as if London were reduced to the Tower and Tower Hill, or Paris to the island in the middle of the Seine." The streets are narrow and dirty, their squalor being rather intensified by contrast with the new electric lamps. It contains few objects of interest, and, like Naples, its chief glories are outside of it.

Hurried tourists could make the excursion in one day from Catania, if the early morning train be taken. The Sicilians are remarkably early risers, and as far as travelling by train goes, English people must conform to the customs of the natives, and get up at an hour when their compatriots at Nice or Cannes are thinking of retiring for the night. The morning train usually leaves Catania at 6.50, and the return train leaves at 4.45 p.m., giving the tourist

six hours for a hurried visit to the Museum, Cathedral, Fountain of Arethusa, and a drive to the Latomiæ (ancient quarries where the Athenian prisoners were imprisoned early in the fifth century B.C.). But three days at least should be given up to the excursion, and comfortable and convenient quarters will be found at the new Villa Politi.

Climate.—Syracuse has a fairly good climate. Bright and sunny days are the rule, and the temperature is not subject to extremes. The variation between summer and winter temperature is much less than at Florence, Milan, or Rome, or, indeed, than most Italian cities. The rainfall is about the same as at Catania or Taormina. Compared with these towns and with Palermo, it is slightly colder, owing to its being rather exposed to winds. In fact, as a winter resort for invalids Syracuse is not so well adapted as any of the above-mentioned places.

Recent Excavations at Syracuse.—Some important discoveries have recently been made in the course of excavations in the Cathedral.

"Under the ruins of the choir of the first cathedral, which incorporated the Temple of Bacchus to a minor degree in the same way that the famous Temple of Minerva (whose plunder by Verres Cicero describes) is incorporated almost entire in the present cathedral, have been dug out portions of half a dozen great Doric columns standing on their bases, and some flights of steps belonging to a later classical period. Underneath this temple is the subterranean church of St. Marcian, the third oldest church in Christendom, and the oldest outside of the Holy Land, which was hewn out below the Temple of Bacchus, as the spot least likely to be suspected during the persecutions. Here was found the magnificent marble mixing bowl used in the Bacchanalian cult, in which now all the children of Syracuse are baptised at the cathedral. The baptistery in which it was found possesses a most interesting Roman fresco executed before art had felt the Byzantine decadence. I suppose this same representation of the Trinity is to be found elsewhere, but I have not

seen it. The Church of San Giovanni, which stands above the church and incorporates the temple, has the exquisite porch of the twelfth century and the exquisite rose window rising above noble lemon groves, which have been painted in their golden hues by generations of artists." D. S.

Objects of Interest. In Syracuse itself there is not much to delay the sightseer, and if his stay is limited to a couple of days he should not devote more than a morning to the few sights in the town.

The Cathedral.—Some interesting remains of the ancient Doric Temple, traditionally dedicated to Minerva, are incorporated in the ugly and comparatively modern building.

The Museum.—(Open 12 to 3, charge 1 fr.). The collection of antiquities is small, but of great antiquarian value. The most interesting object is a statue of Venus. There is also a good collection of Greek vases, found in the neighbourhood, and a small collection of Greek coins.

Fountain of Arethusa.—Now protected by a commonplace railing. Several specimens of the papyrus are planted here.

It is a pleasant boating excursion up the river Anapus to the Fountain of Cyane. This stream is famous as the sole habitat of the papyrus in Europe. It was brought here from Egypt in the third century B.C.

Temple of Diana.—This is the local name, but Baedeker considers it to be dedicated to Apollo.

Excursions to Ancient Syracuse (Neapolis). If time is limited the tourist had better make the ancient fortress of Euryalus, which crowns the Heights of Epipolæ, his goal. Cab 3 fr. (return, with hour's stay, 5 fr.). At first sight the ruins seem a huge shapeless mound overgrown with vegetation. When one explores the vast *enceinte* of this stronghold, with its deep and broad fosse, and the intricate network of underground passages which lead to the works, and the magnificent ruins of guard-rooms, armoury, barracks, stables, one gets some faint idea of the elaborate and complicated scheme of these ancient fortifications. From the top of the ruined rampart there is an impressive view over the site of Ancient Syracuse and the "modern" town and landlocked harbour.

We next visit the Latomiæ.

"Euryalus may be of greatest interest to the archæologist, but to the classical scholar, Thucydides in hand, its interest will be even surpassed by the *Latomia*, the "Gethsemane of a nation." These quarries, where now the orange-tree elbows the wild fig, and the castor-oil plant, acanthus tree, and lentisk-shrub blend together in a rich harmony of flower and foliage, were once the prison where the Athenian captives, nine thousand in number, wasted with privation and disease, endured the burning rays of an almost tropical sun till death saved them from further suffering."

Not far from the Latomia del Paradiso is the Roman amphitheatre, and the Greek theatre (built in the fifth century B.C.). The ruins show this to have been the "largest Greek structure of the kind after those of Miletus and Megalopolis."

The Catacombs, far more striking and extensive than those of Palermo or Catania, should by no means be omitted. They are entered from the monastery attached to the church of S. Giovanni (fee 1 fr.). A monk serves as guide.

"But none of our memories of Syracuse are clearer than our visit to its amazing Catacombs. We assented ignorantly when the young Franciscan at the melancholy little church of S. Giovanni offered to show us the 'antichità.' Our guide lit his taper, and we went down first into the 'Crypt of S. Marcian,' a subterranean church of the fourth century, built in connection with the Catacombs, and containing the tomb of the saint, and the column at which he suffered martyrdom. Then, ascending again, we crossed a sunny garden, where flowers and herbs grew together under a rude *pergola* laden with wistaria-blossoms. Our guide unlocked a door, we descended a few steps, and found ourselves in a broad passage, stretching away as it seemed into immeasurable distance, and lighted at intervals by openings to the upper air. As we passed along our guide pointed to dark passages leading, as he told us, for miles in all directions. Only a very small portion of these Catacombs have been excavated, but it seemed to us that we walked far along these streets of the dead."

Without entering into the history of Syracuse, the following dates may, perhaps, be of interest:—Founded 734 B.C.; unsuccessfully besieged by the Athenians, under Demosthenes and

Nicias, 413 B.C. ; conquered by Dionysius the Elder, 406 B.C. ; and taken by the Romans, under Marcellus, 212 B.C., when Archimedes was killed ; taken by Belisarius from the Goths, 535 A.D. ; by the Saracens, 878 A.D. ; by the Greeks, assisted by the Normans, 1038 A.D. ; again by the Saracens, 1040 A.D. ; and by Roger the Norman, 1085 A.D.

In 1897 some important excavations were carried out on the western promontory of the Bay of Syracuse, Massolivieri (the ancient Plemmyrium), by the Cavaliere Reina. The explorations resulted in the discovery of the foundations of a colossal antique tower, which is believed to date from the Greek epoch. These foundations consist of enormous blocks of marble and Egyptian granite, which are joined together with marvellous art, not a trace of cement being perceptible. Portions of columns which evidently used to surround the main building have also been found. These also were made of solid blocks of marble and granite. Excavations to isolate completely the Arc near the Greek Theatre have also been resumed, and have resulted in the discovery of fine relics of antique art, such as a bronze statuette, various vases, lamps, and coins.

PRACTICAL INFORMATION.

Routes. See beginning of book.

Hotels.—There have been many important changes in the Syracuse hotels in the last few years. The leading hotel is now the Grand, Piazza Marina, a first-class house. Acc.* 50 ; B. 1 fr. 50 c. ; L. 3 fr. ; D. 5 fr. ; R. from 3 fr. ; P. from 12 fr. 50 c. ; lift ; E.L. The well-known Casa Politi (now called Hôtel des Etrangers Casa Politi) is more moderate (P. from 10 fr.). These two hotels offer a striking contrast. The Casa Politi is one of the most old-fashioned hotels in the South of Italy, and the favourite resort of the artist, antiquarian, cultured *dilettante*, and traveller of the old school ; while the Grand Hotel justly prides itself on being a modern *hôtel de luxe* in miniature, with all the refinements of travel demanded by the latter-day tourist—electric light, billiard-room, etc. It is consequently the very antipodes of the unpretending but more

* For explanations of abbreviations, see list at end of Contents.

exclusive Politi. Both hotels keep open from December to May. A new hotel, the Hôtel Villa Agradina, has been well spoken of. Charges the same as those of the Grand. A cheaper house is the Vittoria, close to the harbour. The Hôtel-Pension Casa Politi, in a delightful situation near the Latomiæ, is a branch house of the Hôtel des Etrangers. It is particularly suited for a long stay. An hotel in this beautiful suburb of Syracuse was much wanted. P. from 9 fr. At the Syracuse hotels, as at most hotels in Sicily, wine is included in the *pension* terms.

English Vice-Consul.—J. Lobb, Esq.

Café.—Croce di Savoia, Piazza del Duomo. Native wines good. Muscato the best.

Conveyances.—Boat to or from the steamer, 50 c. (1 fr. with luggage); to the Cyane Fountain, 7 fr. Cabs from the station, 1 fr.; the course, 50 c.; the hour, 2 fr. Higher charges usually if ordered from the hotels.

Ferry to the mainland 10 c.

Guides.—(Advisable for Ancient Syracuse and the Latomiæ) 3 fr. morning or afternoon, 5 fr. whole day. They will, however, ask considerably more. As a rule they only understand Italian.

Post and Telegraph Office.—Via Roma.

Photographer.—T. Leone, Via Roma.

II.—AJACCIO (CORSICA).

"It was a chosen spot of fertile land,
Amongst wild waves set like a little nest."

THE only Mediterranean islands, besides those already mentioned, that have any claims to be considered winter health resorts are Corsica, Malta, and Corfu.

There could hardly be a more striking contrast than between the appearance of the two islands—Malta and Corsica. Malta is so bare and treeless, and so wanting in vegetation, that there is some colour for the legend that all the earth in the island was originally transported from the neighbouring island of Sicily. Corsica, on the other hand, is a region of an almost tropical character in the wealth and luxuriance of its vegetation. The abundance of shade, and the delightful fragrance—"*à l'odeur seule je devinerais la Corse les yeux fermés*" (Napoleon)—of the almond and orange groves which abound in the neighbourhood of Ajaccio, make the town a most pleasant residence for invalids whose walking powers are limited. "One lives at one and the same time within a town and in the midst of Nature." All the principal streets are bordered with avenues of acacia, orange, or citron trees. In the description

of the natural beauties of Ajaccio, the high-flown language of the German writer, Gregorovius, reaches its most extravagant height as he descants on the groves of citron and orange trees, "stretching out their golden fruit, those darlings of the Hesperides, to welcome the enchanted visitor to this favoured isle," etc.

Ajaccio has long been held in repute as a pleasant and fairly cheap winter residence, though as an invalid resort it has rather hung fire. This is mainly owing to the inefficient and irregular communication with the mainland. There are no doubt several passenger services, but the steamers are very slow, being intended mainly for freight, and are the reverse of comfortable. The weekly mail-steamers from Nice to Bastia are cranky tubs with deficient steam-power, and the breast of the intending passenger must indeed be surrounded with Horace's *æs triplex* who ventures his life in these vessels. The want of communication between Ajaccio and the different places of interest in the island has also had something to do with the comparative neglect into which the island had fallen at the hands of English travellers. This objection cannot now be urged, as the long projected railway is now an accomplished fact, the Ajaccio-Bastia Railway being now open for traffic. The scenery is very grand, and the journey is worth taking for that alone. The railway is continued to Calvi and Ile Rousse on the west coast, and will eventually be extended along the eastern coast to Bonifacio, though at present the line stops at Ghisonaccia.

The scenery of Corsica is very fine. "I, at any rate, know of no such combination of sea and mountains, of the sylvan beauty of the North with the rich colours of the South; no region where within so small a space Nature takes so many sublime and exquisite aspects as she does in Corsica. Orange groves, olives, vines, and chestnuts, the most picturesque beech forests, the noblest pine woods in

Europe, granite peaks, snows, and frozen lakes—all these are brought into the compass of a day's journey. Everything is as novel to the Alpine climber as if, in place of being on a fragment of the Alps, severed only by a hundred miles from their nearest snows, he was in a different continent." —*D. W. Freshfield*, "*Alpine Club Journal*."

Contrary to usual opinion, the island is perfectly safe for foreign tourists. The deeply rooted institution of the *vendetta* is no doubt responsible for a deplorably large death rate, but these family feuds do not concern the stranger at all, and cases of brigandage or even molestation of English tourists are practically unknown.

Climate.—The climate is mild and equable, and the atmosphere very clear and sunny. Ajaccio is well sheltered from the winds; its sanitary conditions are good; the water is pure, and the town is well adapted in these respects as a wintering place for invalids. The climate of Corsica is very similar to that of Algiers, though a few degrees cooler, and the atmosphere has a greater amount of humidity. The uniformity of the temperature is shown by some very careful observations taken in the month of April, when it was found that there was only a difference of 11° between the extremes of heat and cold at any hour of the day or night. During the season (November to April) the thermometer rarely rises above 59°, or falls below 50°. Medical authorities consider the town especially well adapted to those recovering from acute diseases, and also to cases of chronic gout and rheumatism, and certain cases of phthisis requiring a less tonic climate than the Riviera. For invalids, November is the best time to arrive. It is not advisable to come earlier, as in the early autumn months malaria is more or less prevalent in Corsica. A fuller and more authoritative account of the climatic conditions of Ajaccio will be found in the valuable paper kindly contributed by Dr. Tucker Wise at the end of this chapter.

Hotels.—There is only one first-class hotel in Ajaccio—the Grand Hôtel d'Ajaccio. The Cyrnos Palace was closed in 1901. The Grand Hôtel d'Ajaccio and Continental (formerly the Continental) is a large house, having been enlarged in 1897. Extensive grounds with tennis court. Situation healthy and convenient. *Pension*, 11 to 18 fr. Cook's coupons. Ref.* The Pavillon Ariadne, Barbicaja Bay, is a branch house of the Grand Hotel. There are two other fair hotels—des Etrangers (Cours Grandval), with *pension* from 7 fr., and Suisse (Bd. Lantivy), near the sea (*pension*, 7 to 11 fr.). The above hotels are closed from May 15th to October 15th. There are several hotels resorted to by commercial men, *commis voyageurs*, etc. Of these the best are the Hôtel de France, Place Bonaparte (*pension* from 9 fr.), and Hôtel du Nord (*pension* from 7 fr. 50 c.). These two open all the year.

Villas and Apartments. — There are several villas in the suburbs to be let furnished for the season, and the terms are fairly reasonable—usually £150 or £200 for the six months. On the Cours Grandval there are furnished villas at rentals of from £120 to £150 for the season. These charges do not include plate and linen. Servants are very difficult to procure. The best plan is to have dinner sent from a restaurant. Apartments are to be had, but they are scarce. The rent would be from 900 fr. Large *maison meublée* at 26, Cours Grandval.

Sport.—There is plenty of fishing, but the shooting is indifferent. It consists of snipe and quail in their respective seasons, wild duck, partridges, and hares. Big game in the shape of wild boar and moufflon (really a species of deer, though often called wild sheep), are still found. The latter, however, is very scarce indeed, and is only found in the mountainous districts—not easily accessible. A shooting licence (*permis de chasse*) must be procured at the Prefecture. The fee is 28 frs. *La chasse aux moufflons* is usually conducted like a regular *battue*, and at least a dozen guns, with beaters in proportion, form the shooting party. The *moufflon* can, however, be

* See List of Abbreviations following Table of Contents.

stalked at sunrise while feeding, like red deer in Scotland. The more snow there is on the mountains the better, as the animals come farther down and are more accessible. October is the last month of the open season, but practically the close season is not kept. This species of game is, however, more plentiful in Sardinia. A good notice of sport in Corsica will be found in *The Field*, vol. lxiii., pp. 500 and 605, and May 5th, 1894.

"Good trout fishing, from February to March, in most of the streams, especially in the Prunelli and Gravona, and in the river Golo, near Ponte Leccia, on the east side of the island."—*The Field.*

Principal Attractions.—These begin and end with Napoleon, who is to Ajaccio what Shakespeare is to Stratford-on-Avon. At every turn the visitor is reminded of the tutelary genius of the place, either by some monument or public building, or even by the name of a *place* or street. In fact, a recent historian of Ajaccio seriously proposed to change its name to Napoleopolis. The first place visited will probably be the well-known house in the Rue St. Charles where the great Emperor was born. It is feelingly described by Pierre Loti:—

"The rooms into which I entered in the twilight were but dimly seen through the shutters, which were everywhere closed as though to increase the sense of mystery. The seal of the past was so deeply impressed everywhere that it gave an impression of absolute abandonment, the long insensibility of a tomb, as if nobody had entered these rooms since that time—nearly a hundred years ago—when its historic owners had passed from its doors.

"In the dining-room looking on the small and almost deserted street there was their table, still set, with curious chairs of an ancient pattern ranged round. And little by little I succeeded in bringing before my imagination one

of their family suppers. They came to life again before my eyes, in the semi-darkness—faces and dresses and all. Pale Madame Lætitia seated in the midst of her somewhat strange-looking children, their enigmatic future already preoccupying her grave spirit. Then I was shown the modest bedroom of the great Emperor—his room as a young man—in which I was told he slept for the last time on his return from Egypt. It was quite striking in appearance, with all its small details scrupulously preserved."

Even the most matter-of-fact and unimaginative tourist, complacently ticking off as done each "object of interest" that Baedeker or Murray bid him observe, can scarcely help regarding without a thrill of interest the rooms where Napoleon and his brothers passed their uneventful boyhood—the four sons of an obscure lawyer, yet destined in after years to make their mark in the world's history: Joseph as King of Spain, Louis as King of Holland, Jerome as King of Westphalia, and Napoleon as Emperor of Western Europe. Among other objects of interest connected with the Bonaparte family are the Collège Fesch, containing the library founded by Lucien Bonaparte, and in another wing the memorial chapel built by Napoleon III. in which is the tomb of Madame Lætitia, the mother of Napoleon I. Open daily from 8 to 9 a. m. In another part of the building is the Musée d'Ajaccio (open every day to strangers), where there is a small collection of paintings, mostly copies. There are, however, a few original pictures by Del Sarto, Titian, Guido Reni, and Paul Veronese. The French School is represented by some works of Claude Lorraine, Poussin, and Vernet. There is also a colossal bust of Napoleon by Canova. The library in the same building need not delay the visitor long, as there are few very valuable or interesting books, the collection consisting chiefly of comparatively modern works. The

cathedral near the Place Lætitia is a comparatively modern structure. It contains nothing of special interest, except the font at which Napoleon I. was baptised on July 21st, 1771. In the Place Bonaparte is an elaborate bronze monument to the memory of Napoleon and his three brothers. The statues are life-size, Napoleon on horseback and the others on foot, represented as marching solemnly towards the sea, intent on fresh worlds to conquer.

Excursions.—Corsica is a capital field for tourists, and its magnificent mountain scenery attracts every year a large number. The railway being now completed between Ajaccio and Bastia, the facilities for reaching the mountainous district in the eastern part of the island have been increased, and the rail now takes tourists within a few miles of Monte Rotondo and Monte d'Oro.

The best way to explore the island is on foot or horseback, supplemented by the railway, diligence, and local steamer services. Corsica is an ideal country for walking tours. Perhaps nowhere in Europe outside Switzerland is there such wild and romantic scenery in so small an area, combined with such good roads. For the ordinary tourist, however, this method of travelling is unsuited, his time as a rule being limited.

In the neighbourhood of Ajaccio there is an embarrassing choice of pleasant walks and drives amid charming scenery, within the compass of a morning's or afternoon's drive.

The drive along the coast, to the west of the town, to Point Parata (opposite the Iles Sanguinaires), eight miles, takes the tourist through the pretty western suburbs, past the straggling cemetery, Chapelle des Grecs, and the charming villages of Barbicaja and Scudo, embosomed in orange groves. The picturesque Cemetery is well worth visiting. It is quite unlike any other burying-place in Europe. It is a long succession of richly decorated and bizarre-looking mortuary chapels, straggling along the foot of the mountains, surrounded by groves of olives and orchards of oranges, and seems rather a kind of rural necropolis than an ordinary cemetery.

Another interesting drive is to the mountain village of Alata (six miles north). This is a characteristic Corsican village,

crowning precipitous heights like some of the Saracenic villages on the Riviera such as Eze (near Monaco).

The best one-day excursions are to Vizzavona and Corte, now reached by rail. Vizzavona, in the heart of the grandest forest and mountain scenery in the island, is some 3500 feet above the sea, and surrounded by magnificent forests of beech and chestnut. It is reached in a couple of hours by rail from Ajaccio. Good hotel (Monte d'Oro, a branch of Hôtel Bellevue, Ajaccio) Mount d'Oro, 7846 feet, is most easily climbed from here.

Twenty miles further north is Corte, the ancient capital of the island, consecrated to the memories of the great patriot Paoli. A strikingly situated town, surrounded on all sides by mountains, which include the highest peaks in the island—Mount Rotondo, Mount Cinto, and Mount Berdato, all over 8000 feet high. Probably, when Corsica gets better known to tourists, Corte will become the Zermatt or Grindelwald of Corsica. Each of these excursions takes a whole day and, even if combined, two days will be required. These are probably all the trips that the passing tourist will find time for.

If even three days can be spared the tourist is strongly advised to make the excursion to Bonifacio and its wonderful caves (some still not fully explored) at the Southern Land's End of the island. By diligence *viâ* Sartene (50 miles) four days at least will be required, but a local steamer leaves Ajaccio every Saturday for Bonifacio, returning on Monday. The older part of the town of Bonifacio (which dates from the ninth century) is even more strikingly situated than Monaco, with which it is sometimes compared. It covers the plateau of a precipitous limestone rock, 200 feet above the sea, some of the houses actually overhanging. The cliff is pierced and undermined by caves and grottoes. Most of these grottoes are hung with stalactites, and the scenic effects, especially in one called Dragonetta, rival those of the Capri Grotto. The reflection of a curious kind of sea-weed or marine fungi upon the water gives it the effect of being "covered with a lacework of jewels and gold." A boat, with two rowers, can be obtained for 4 or 5 fr., but the grottoes cannot be visited when the sea is rough.

Hotels.—Nord and France; charge from 8 fr.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—See p. 541.

Church Services.—The English Church (C.C.C.S.) is near the Hôtel Bellevue. Services from the first Sunday in November to the first Sunday in May. Hours 10.30 and 2 30. H. C., 8 a.m. Chaplain, Rev. N. Honiss, Grand Hotel.

English Consul.—W. J. Holmes, Esq., 32, Cours Grandval.

English Doctor.—Dr. G. J. E. Trotter.

Postal Arrangements.—The Post and Telegraph Offices are in the Cours Napoléon. Hours 8 a.m. to 9 p.m., except on Sundays and *fête* days, when they are closed at 6 p.m. The English mail arrives and departs five times a week. Letter-box cleared one hour before Marseilles steamer leaves Ajaccio. The local time is twenty-seven minutes in advance of Paris time. Post and Telegraph rates same as France.

Banks.—Banque de France, 13, Cours Napoléon; Messrs. Lanzi Frères, 5, Bd. Roi Jérôme; Messrs. Bozzo-Costa, 8, Bd. Roi Jérôme.

Baths.—Bd. Roi Jérôme, 50 c.

Café.—Grand Café Napoléon.

Club.—Cercle Buonaparte, Rue du Marché. Visitors admitted.

Conveyances.—*Trams:* Bd. Lantivy to the Abattoir (10 c.); to Pavillon Ariadne every few minutes. *Cabs: la course*, 1 fr. 50 c.; the hour, 2 fr.; whole day (pair of horses), 20 fr. Excursions: Barbicaja, 3 fr.; Scudo, 4 fr.; Fontaine des Calanques, 5 fr.; Parata (for Les Iles Sanguinaires), 8 fr.; Salario, 3 fr.; Castelluccio, 4 fr.; Lisa-Lisa, 12 fr.; Carosaccia, 2 fr.; Jardin des Prêtres. 4 fr.; Alata (village), 12 fr.; Mezzavia, 3 fr.; Caldaniccia, 6 fr.; Pontebonelli, 8 fr.; Ponte di Campo dell' Oro, 3 fr.; Bastelicaccia, 6 fr. Usual gratuity (*pourboire*) to driver for a day's excursion, 2 to 3 fr.

Diligence Services (daily).—Sartene (85 kil.), *coupé*, 9 fr.; leave Ajaccio 10.15 a.m., arr. 11 p.m.

Vico (53 kil.), *coupé*, 5 fr.; leave Ajaccio 7.30 a.m., arr. 2.30 p.m.

Pila Canale (34 kil.), 2 fr.; leave Ajaccio 11 a.m.

Santa Maria (34 kil.), *coupé*, 3 fr. 50 c.; leave Ajaccio 3 p.m., arr. 9.30 p.m.

Offices, 15 and 23, Cours Napoléon.

Public Motor-car to Sartene daily.

Riding Horses.—Usual charge for an afternoon, 5 fr. or 8 fr. and 10 fr. for the day. They are usually small, but good goers. Can be hired of Lucchini, P. Petiloni, and Agence du Diamant.

Boats.—To or from steamer, 1 fr.; portmanteau, 50 c. Excursions: Scoglietti, 4 fr.; Portecchio, 5 fr.; Isobella, 8 fr.; whole day, 10 fr.

(1) A small steamer leaves daily during the winter at noon for Chiavari (a favourite excursion), reaching Ajaccio on the return at 3 p.m. Fare, 1 fr. (2) Another favourite trip is Propriano. Steamer leaves Ajaccio every Sunday at 10 a.m., arriving at Propriano 5 p.m. Leaves Propriano Tuesday at noon, reaching Ajaccio 3 p.m. Return fare, 7 fr. (3) To Bonifacio. Leaves every alternate Sunday at 10 a.m., arriving 8 a.m. Monday. Leaves Bonifacio Tuesday at 5 a.m., reaching Ajaccio at 5 p.m. Return fare, 19 fr. (without board). Particulars of these excursions can be obtained from Messrs. Lanzi Frères.

House Agency.—Agence Diamant, 6, Cours Grandval.

Language.—French is the official language, and is spoken in all the towns; but in the villages of the interior the native language is spoken, which is an Italian dialect. In the principal hotels and shops of Ajaccio, English is understood to some extent.

Newspapers.—*Le Drapeau* (daily), 5 c.; *Journal des Etrangers* (fortnightly), 15 c.

Passport.—Not absolutely necessary for Corsica, but tourists who wish to explore the interior of the island, and especially artists, will find a passport of use.

Shops.—*Bookseller:* Peretti, Avenue du Premier Consul.

Bicycles and Motor-cars.—Cussy, 74, Place des Palmiers.

Bootmaker.—Marcaggi, Av. du I. Consul.

Curios.—Quilichina, 8, Cours Grandval. Stilettoes and gourds (the specialty of Corsica).

Goods Agent.—Agence du Diamant.

Gunsmith.—Giordani, 1, Cours Napoléon.

Hairdresser.—Robaglia, Av. du I. Consul.

Outfitters.—Messrs. Lanzi Frères.

Photographer.—A. Guittard, 26, Cours Grandval.

Stationer.—Tartarini, 1, Cours Napoléon.

Strangers' Syndicate.—An office where all information is given to visitors to the island is established in the Mairie. A register of meteorological observations, etc., is kept here.

Maps.—Cartes de l'Etat Major. Several sheets at 60 c. for Corsica.

Guide Books, Books of Reference, etc.—Joanne's "La Corse" (250 pp., 6 maps, 6 fr. Hachette, 1904). A wonderfully comprehensive and, at the same time, accurate guide. Black's excellent little "Guide Book for Corsica," 1902 (1*s.* 6*d.*), is also good, and gives the most recent information. There is a good guide in German ("Corsica," one of the Woerls Reisenhandbücher Series). Very good maps and plans. Price, 2 fr. 50 c. Messrs. Füssli, of Zurich, have lately added Corsica to their "Illustrated Europe" series. The title is "Ajaccio als Winterkurort" (1*s.* 6*d.*). Notices of Corsica will also be found in Murray's "Mediterranean Islands" (21*s.*), Baedeker's "South France," 1900 (9*s.*), and Macmillan's "Western Mediterranean."

There are a great number of travel works dealing with Corsica. Among these the following might be read with advantage: F. Gregorovius, "Wanderings in Corsica," 2 vols., the first writer to describe Corsica really exhaustively; "Journal of a Landscape Painter in Corsica," by Edward Lear; "Corsican Studies," by J. W. Barry, Sampson Low, 1892; "Une Vie," by Guy de Maupassant. Excellent descriptions of Corsican scenery and peasant life. A "History of Corsica," by L. H. Caird, has been published (1899), by T. F. Unwin, 6*s.* See also "Random Recollections of Corsica," in the *National Review*, Feb. 1890; "A Jaunt to Corsica," *Century*, Sept. 1894; "The Home of Napoleon," *English Ill. Mag.*, Nov. 1894; "The Banditti of Corsica," by Mrs. Holland, in *Contemporary Review*, 1893: "Corsican Bandits," by Hamilton Aidë, *Fortnightly*, June 1897; "A Short Trip in Corsica," *Argosy*, Aug. 1898. Tourists and mountaineers wishing to explore the mountainous districts should consult Mr. Freshfield's interesting account of his climbing experiences in Corsica, published in the *Alpine Journal*, 1880.

Many novelists have used Corsica as a background for their characters, the most noteworthy example being "The Isle of Unrest," by H. S. Merriman (Smith, Elder & Co.).

AJACCIO AS A WINTER STATION.

By A. Tucker Wise, M.D., M.R.C.S., L.R.C.P. Lond.

Ajaccio, the principal town of Corsica, with a population of twenty thousand inhabitants, is situated at the central border of a beautiful and well-protected bay opening to the south-west. From fifteen to twenty miles in the rear of Ajaccio a semi-circular mountain chain of granitic formation slopes down to undulating foot-hills, and presents a glowing panorama of exquisite colouring at sunset. During the winter season the distant peaks of Monte Cinto, Rotondo, and d'Oro, are capped with snow, and the chilly north-east wind coming over the Gulf of Genoa is dried and broken in force before it reaches the western shore of Corsica, where it is again arrested near Ajaccio by the sheltering hills surrounding the town. The visitors' quarter is situated away from the business part of the town—along the Cours Grandval—and begins a gentle slope, near the Hôtel Continental, to the Place Casone, the military parade ground. Beyond this, stretching away towards Point Parata, are the fertile and picturesque slopes of Barbacaja and Vignola, dotted here and there with orange groves, vineyards, olives, and the common prickly pear.

The soil is disintegrated granite, and allows of a rapid disappearance of the heavy showers which fall during autumn; but unlike the Riviera, little rain falls during the month of March. The boulevards are planted with orange trees, covered in November with small fruit, and during spring, when full of blossom, contrast strangely with the neglected state of some of the back streets. The gardens are filled with luxuriant vegetation, banana trees, the delicate carouba tree, a few palms, oranges, lemons, the large citron, a variety of cacti, and the castor oil plant; the prickly pear, aloe, fig, and olive flourish everywhere. Many eucalyptus trees have been planted, with a view to affording an antidote to the miasms which exist in the low-lying and damp localities during summer time. These trees grow rapidly and furnish a useful wood for household purposes, as well as being graceful and ornamental in the open air. Along the Cours Grandval some flourishing planes help to form a handsome

boulevard, and remain green well into the month of December, long after the leaves have fallen in Nice and Cannes.

The water supply is of a pure and moderately soft quality, brought to the town from Carazzi, twelve miles distant, by the Gravona canal. Owing to the wholesomeness of this water and in part to the peculiarity of the soil, Corsica has experienced a notable immunity from cholera epidemics. The binding action of rain on the calcareous granite used as a metal for the roads, and the weight of this material, prevents the roadways becoming dusty even in dry weather. After rain, too, there is surprisingly little inconvenience from mud, for all the heavy dust consolidates into a sort of mortar, and necessitates but little labour in road cleaning. The porosity of the subsoil accounts for the rapid disappearance of moisture after rain, when the sun may shine out clear and the roads be quite dry in half an hour.

Stormy days in autumn are common, and with cutting westerly winds and heavy showers are rather chilly, even in a temperature so high as 48° or 50° Fahr. A slight tinge of north in these storms gives the mistral characteristics so well known on the Riviera, but the occurrence of the true mistral is very rare. This exemption from the scourge of the Riviera is doubtless one of the important features of Ajaccio, and makes the place compare favourably with the mainland stations.

The term "libeccio" is given to a south-west moist wind, and the south-east wind goes by the name "sirocco." The sirocco is a warm wind of "low relative humidity"; as the temperature falls it deposits what moisture it contains in a copious downpour. This wind resembles the "föhn" in the Alps of Switzerland, but is of course much higher in temperature; the effects on the system, however, are almost identical, producing depression of spirits and lethargy, loss of appetite, sleeplessness, and causing feverish symptoms in pulmonary cases to reappear for a time. The libeccio, on the other hand, is a temperate and soft wind, most agreeable to the skin and subjective sensations. It brings genial, bright weather, and prevails as a high current throughout the greater part of winter. In spring its continuance for a long period is almost a certainty.

The mean winter temperature of Ajaccio is about 55° Fahr., with a limited daily range, rarely varying 9° Fahr. during any single day

for the season. On an average the minimum thermometer falls to freezing-point once in a winter, but with this degree of morning cold, the day may turn out bright, warm, and pleasant. A calculation extending over a number of years shows that thirty is the average of rainy days during a winter season, and that the mean relative humidity is 82 per cent.

From my own personal point of view, I regard Ajaccio as the most comfortable climate I have ever visited, with the exception of winter in the Bermudas, and in comparison with Madeira it is less sedative; but the charms of the semi-tropical Portuguese island once experienced can never be forgotten.

The climate of Ajaccio may be described as a soft, temperate climate, more sedative than any part of the Riviera, and, although liable to variations in temperature, these are not so pronounced as at Nice and Cannes, or even Mentone and San Remo. It takes its place between Madeira and the Italian Riviera, but is warmer than the latter and more equable. Every visitor is struck by its freedom from wind and dust, which permits of sitting out on many days during the winter; but as there is a sudden fall of temperature at sunset similar to that on the Riviera, although not so pronounced, it behoves all invalids to seek their hotels at this hour, but does not preclude their walking out again after the temperature has settled.

The cases most suitable for a winter's residence are lung affections with high temperatures and nervous irritability, especially the erethric form of phthisis, for which Alpine heights are so unsuitable, the phthisis of advanced life, with cardiac feebleness, where the powers of resistance to cold are at a low ebb, or there is much emphysema with cold, livid extremities.

Ajaccio has a good reputation for gouty subjects, who appear to be more free from acute attacks here than elsewhere. Eczema gives less trouble and inconvenience, and frequently disappears entirely.

Scrofulous affections of young children are improved, as they can get plenty of outdoor air and good milk.

Nervous or cardiac diseases requiring a soothing influence, chronic bronchitis, asthma, Bright's disease, debility, and anæmia of advanced life, laryngitis, and catarrhal affections are all greatly benefited by the climate.

III CORFU.

"It is an isle under Ionian skies,
Beautiful as a wreck of Paradise."

THIS island is charmingly situated at the foot of the Adriatic Sea, in latitude 40° N., longitude 20° E. It lies so close to the mainland that, "spread like a shield upon the dark blue sea," it gets the full benefit of the sheltering mountains of Albania. Corfu is especially interesting as being a link between the East and the West, or, as has been more forcibly and more graphically expressed by the late Bishop Wordsworth, "it is a sort of geographical mosaic, to which many countries of Europe have contributed colours."

It is the only one of the Ionian Islands which is used as a winter station. It is now beginning to be known as an excellent health resort, especially for those not actually ill, who wish to spend the winter in a warmer climate, and who desire a rather less conventionalised and more interesting country than the overcrowded Riviera. For the "sturdy invalid" and persons fond of sport, who are ordered to winter in the South, it would be difficult to find more congenial winter quarters than Corfu. Corfu is also a popular yachting station, and sailing and shooting can be easily combined.

A somewhat hazy notion as to its exact geographical position, and an exaggerated notion of its distance and difficulty of access from England, have, perhaps, prevented invalids flocking to it in any large numbers, though the

climate is very favourably reported upon by medical men who have visited the island.

The scenery of the island, generally speaking, is rather of the pretty and pastoral order than wild and grand like Corsica or Capri. No towering cliffs or beetling precipices fringe the coast-line of this Oriental Madeira. Even the cliffs on which the picturesque fort is perched are not so lofty as they appear, owing to the absence of any standard of comparison. In fact, it is said that Nelson's plan for taking it was to run a frigate ashore, and scale it from the fore and maintop-gallant yards—using the stays as scaling ladders, in short.

The absence of violent contrasts of form and colour in the Corfu landscape is most restful to the eye—everywhere gently sloping hills, giving a general impression of beautiful curves. Yet there is great variety in the views—charmingly indented bays, fringed with orchards, and in the distance the severe and bold outline of the Albanian Mountains to give the necessary relief to the pastoral landscape. Out to sea are white yachts flitting about, relieved by the red lateen sails of the native craft.

The vegetation grows with almost tropical luxuriance, and the vineyards, olive groves, and orchards are intermingled with a delightful absence of any set plan—delightful, at least, to the æsthetically inclined, though a dreadful eyesore to the scientific agriculturist, who would, of course, prefer to see them planted in straight lines, as in South Italy, which gives some districts the general appearance of an exaggerated market garden. The olive woods, too, are carpeted with turf, grass being so plentiful that each tree has a little green mound climbing up it, as it were—unlike those of South Italy, where grass is deplorably scanty.

The Ionian Isles are beginning to be a favourite haunt of artists. Unlike many other haunts in the south, Corfu is comparatively fresh ground. The Corfiotes are unsophisti-

cated, and not spoilt by professional posing, as at Capri and Sorrento. At present Corfu is a little out of the track of artists of the "tea-tray school," who have eyes only for the conventional picturesque, and have, in fact, made the Anacapri Steps (to take a familiar instance) a thing of loathing among the frequenters of London picture galleries.

The distinctive and strikingly picturesque native dress which is worn by all the peasantry affords another attraction to painters. The men wear a cloak of sheepskin, as ample as a Moorish burnous, petticoats, and coarse white cotton leggings, which might easily be mistaken for stockings. The foot-gear consists of curious sandals with curved, projecting, high-pointed toes, a kind of combination of French *sabot* and Turkish slipper. The women's head-dress is made up of a towel-like garment, and is so worn as to suggest a cross between a nun's veil and a turban.

The traveller in his intercourse with shopkeepers, cab-drivers, guides, etc., will doubtless have many opportunities of congratulating himself, or the reverse, on having left the beaten tourist track. Corfu seems to be almost as much behind the age as Russia or Turkey. On landing, *baksheesh* to the Custom House officials will be found to be an essential preliminary to getting one's personal effects passed with any expedition. Even if the visitor goes to the bank to change his circular notes or letters of credit, which he fondly imagines can be cashed at any bank in Europe, he will find many obstacles raised in the way of payment, and he may consider himself fortunate if he can satisfy the cashier as to his *bona fides* and identity without having recourse to the kind offices of His Britannic Majesty's representative. I had myself an amusing experience of this excessive caution on a recent visit to the island. The Ionian Bank (the only bank on the island) was reluctant to cash a draft of a London bank of which it was the corre-

spondent, because they declared that there was a risk of the draft, when sent to London for collection, being lost in the post!

Routes (see beginning of book).

Climate.—Corfu has a mild, soothing, equable, but somewhat damp climate, and in its general features, perhaps, rather resembles Madeira.

Though Corfu is the least known of any of the more important winter resorts of the Mediterranean, very careful meteorological records of the weather and climate have been taken for several years past; they are given in full in the work on the climate of Greece by Dr. Mommsen, "Griechische Jahreszeiten," published in 1878. There is no English edition. These records show that the mean temperature for the five months of the season (December to April) is 54°. January is the coldest month, with an average range of from 49·5° to 52°. In March there is a rapid rise in the temperature, and in April its average range is from 57° to 62°. The chief drawback to the Corfu climate is its raininess, the average number of rainy days being as much as 79. Most of the rain falls in the months of November and December. The town is well sheltered from the north wind, and there is no sudden fall of temperature. Another advantage is that there is very little dust. It should be mentioned that Dr. Bennet warns people against remaining until late in May, as malaria is then rather prevalent. Through the courtesy of Professor Marinos, Director of the Meteorological Department, I am enabled to give the mean temperatures (Fahr.) for the season 1889-90: October, 64·4°; November, 48·2°; December, 48·2°; January, 48·2°; February, 55·4°; March, 55·4.

It does not, however, require a very profound study of local meteorological records to arrive at the conclusion that Corfu is a somewhat rainy and humid residence, and therefore rather relaxing. The sub-tropical luxuriance of

vegetation, the woody nature of the country, the amount of water, the abundance of grass, and the comparatively small area not in cultivation, are sufficient proof of this; for, after all, the flora of a country is Nature's barometer and thermometer combined. But a perfect climate is not, of course, to be found in the temperate zone, if, indeed, anywhere on the earth's surface, and then the remarkable equability of temperature is a direct result of its moisture and heavy rainfall; for it must not be forgotten that a very high degree of dryness and warmth necessarily implies a considerable difference between day and night temperature.

A residence in the island is considered to be beneficial in cases of scrofula, certain affections of the respiratory organs, and, by some doctors, pulmonary consumption. It is not often thought advisable for invalids to arrive before December. In spring the climate is delightful, but in early winter the heavy rains prevent invalids taking much exercise.

Society.—There is not much English society, but there are a few permanent villa residents to form a nucleus for an English colony. A visitor then who does not wish to confine himself to the society of the hotel would find introductions of service. From January to April a considerable number of English visitors will be found in the two hotels—St. George and Angleterre. In fact, the *clientèle* of these establishments is almost exclusively English, with a sprinkling of Americans. Speaking generally, the hotel visitors may be classed under one of the following categories: (1) Yachtsmen, with whom Corfu is a favourite port of call, as the anchorage is good. (2) Sportsmen, who come for the excellent woodcock and snipe shooting on the Albanian coast, and who, not caring about unnecessary "roughing it," do not scorn the delights of a comfortable hotel. (3) Artists, literary people, the

richer class of tourists, or globe-trotters, taking Corfu on their way to Greece, Constantinople, or the Levant; and passengers by the numerous public pleasure yachts which usually put in at Corfu some time or other in the course of the "pleasure cruise." (4) Invalids and quasi-invalids, if we so term those who come solely for the sake of the genial climate, but who do not require medical advice. A visitor who takes no interest in shooting or yachting may possibly consider the sporting element too much in evidence at the *table d'hôte* of the St. George or Angleterre Hotels. The conversation seems mainly concerned with pig, cock—the sporting vernacular for wild boar and woodcock respectively,—dogs, shooting permits, and native beaters; or tonnage, currents, anchorage, harbour dues, etc. And, indeed, long before Corfu became known to the "professional invalid" as a wintering place, it was a popular headquarters for sportsmen.

Amusements.—Though Corfu is not wanting in attractions, owing to its beautiful scenery, interesting excursions in the island, the excellent fishing and shooting, etc.; yet, in the way of entertainments and urban amusements, it has very little to attract the visitor. There is, however, a theatre, in which operatic performances are occasionally given during the winter season, and there are several *cafés*.

Hotels.—Hotel accommodation is good, but limited, there being only two in the town, for the native hostelries need not be considered. The most fashionable one is the St. George's, a good and well-appointed house. *Pension* for a period of not less than three days, 12 fr. 50 c. to 15 fr., according to position of bedroom. Lunch, 3 fr. 50 c.; dinner, 5 fr. The proprietor is interested in photography, and a dark room is at the disposal of visitors. Next door is the Hôtel d'Angleterre et Belle Venise. It is a little cheaper (*pension* from 10 fr.), but it is a comfortable establishment, and seems gaining in favour with visitors. It is,

perhaps, better suited for invalids and for those making a longer stay than the former. It has a nice garden, and is a well-managed establishment. Lunch, 3 fr. 50 c.; dinner, 4 fr. 50 c. Both these establisments are on the Esplanade, at the Citadel end. Native wine (unpleasantly sweet) is included in the *pension*. Both are kept open all the year round. Cook's coupons are accepted at the St. George. At the d'Angleterre et Belle Venise special terms are allowed to members of the London Army and Navy Stores. Hotel bills have to be paid in gold, as the Greek paper money is so depreciated.

Villas.—As is well known, the late Empress of Austria chose this beautiful island for a winter residence, and caused a lordly pleasure house to be built at Gasturi, about four miles from the town—now a favourite excursion with visitors. Her example has not, however, been followed by those of humbler rank, and visitors will have some difficulty in finding a furnished villa for the winter, but in the country a furnished bungalow can sometimes be had for about £6 a month. A Corfiote or Greek maid-servant can be hired for about 12 fr. or 15 fr. a week.

There are no furnished apartments to be let in the town.

Sport.—There is very fair shooting on the mainland of Albania, only a few miles distant. Wild duck and teal abound along the coast, and a fair bag can generally be made. Quails are plentiful in the spring, and snipe and woodcock all through the season. Sport on the island is, however, limited, as there is not much cover, and it is confined to occasional snipe and woodcock. Chamois, wild boar, and deer are fairly plentiful among the Albanian mountains, and so are wolves and bears; but these "vermin," as they are technically called, are rarely hunted.

"The best places are Lake Butrinto, Kataito, and near the mouth of the river Kalamas. As a rule, woodcock appear on the coast of Albania about the first week in December, continuing until the third week in January; a fortnight or so later the birds from the Morea work back. If there is plenty of snow and a hard frost you would probably get good sport,

as the woodcock would then leave their inland abodes and come down to the coast. As you would get no accommodation on the coast of Albania, your best plan would be to make Corfu your headquarters." – *The Field.*

Sportsmen will find Corfu a convenient headquarters while undertaking a shooting campaign along this part of the Albanian coast, as accommodation cannot easily be obtained on the mainland. Beaters with dogs can be hired on the island for shooting in Albania. See A. G. Bagot's "Shooting and Yachting in the Mediterranean." Unless camping-out is contemplated, for which tents and all necessaries can be obtained in Corfu, it will be found a good plan to hire one of the native craft. These sailing-boats, though of small tonnage and only half-decked, are fairly good sea-boats when properly handled. The terms vary very much; but for £20 a month, if not less, a visitor could hire a useful sailing-boat with services of owner and a crew of three men, who would cater for themselves. The same craft might also be hired for the day at £1, or even less. A passport is necessary, and it should have the Turkish *visa*. It is also advisable to procure a Turkish shooting permit through the English Consul. The Turkish authorities have been very reluctant to grant these permits the last two or three winters. In fact, during the winter 1897-8 not a single permit was granted to English sportsmen. Even landing from yachts for watering is not always permitted, though backshish may sometimes remove the scruples of the minor officials. There is plenty of sea, but not much fresh-water fishing, as in the summer the streams dry up; there are, however, a few trout. Tackle must be brought from England.

Objects of Interest.—Few lions or antiquities in the town. The great charm of Corfu lies in its scenery, fertility, and numerous walking and driving excursions. The visitor might, however, devote a couple of hours to

a stroll through the arcaded streets, especially Nikephoros Street, the most characteristic, with its arcaded houses and open shops or booths in the style of an Oriental bazaar; and a hasty visit to the below-mentioned places.

Fortezza Vecchia.—Permission at office near the second gateway (guide, 50 c.). This ancient Venetian fort has been converted into barracks. Fine view from the ramparts.

Government Palace.—Of special interest to English visitors, as the residence of Mr. Gladstone as High Commissioner in 1858.

At the entrance to the Strada Marina (now called Bd. Empress Elizabeth, in honour of their royal visitor) is a large marble statue of Kapodistrias (a Corfiote), the first president of the short-lived Greek Republic, assassinated in 1831.

A curious sixth-century monument, the Tomb of Menekrates, discovered in 1843, is near the dismantled fort S. Salvador.

Excursions.—The excursions appeal chiefly to lovers of scenery and to classical scholars, on account of the legendary associations with the mythical episodes of the Odyssey, but there are few antiquities.

Canone and Mon Repos.—A pleasant morning's excursion. A good road—thanks to the British occupation (1815–1863) the roads all over the island are excellent—leads to this beautiful point of view (two miles). A rocky islet between this little peninsula and the opposite shore is called Scoglio di Ulisse, which, local tradition has it, is the ship of Ulysses petrified by Poseidon. The shore of the lake is said to be the meeting-place of Ulysses and Nausicaa. Half-way to Canone is the imperial villa of Mon Repos, with fine gardens. Fee, 1 dr. (Thursday and Sunday free).

Empress of Austria's Palace (Villa Achilleion).—This

beautiful villa, a favourite refuge of the late Empress Elizabeth of Austria, and now the great show-place of the island, is near the little village of Gasturi. Admittance by card, obtained at Austrian Consulate. The grounds are extremely beautiful, the whole mountain slope being converted into parks and gardens—a triumph of landscape gardening. The Palace itself is an imposing pile of white marble with Doric colonnades, and balconies overlooking the sea. Magnificent collection of statuary (ancient). In the Museum is a good collection of Pompeian antiquities (presented by King Humbert of Italy), and some of Herr Schliemann's treasure-trove from Cyprus.

Pedestrians can reach the Palace in about a couple of hours from Corfu, *viâ* Canone and the Ferry.

A curious story is told about the alleged burial of the famous pearls of the late Empress of Austria. The pearls are believed to have been enclosed in an iron case and lowered into the sea off Gasturi. The story is now one of the favourite traditions of the Corfiote fishermen—many of whom will even point out to the curious tourist the exact spot (?) where the coffer with its precious contents was lowered into the depths.

Patæokastrizza (Old Castle) *Monastery*.—A whole day's excursion through lovely scenery. The convent is strikingly situated on the cliffs, almost overhanging the sea. Light refreshments are provided gratis by the monks, but visitors will of course contribute something to the funds of the convent. From here the ascent of Mt. Ercole (1660 ft.) can be done in an hour and a half, and is worth doing on account of the glorious views.

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Hotels.—See page 557.

Church Services.—There is, as yet, no English Church, but

services are held twice every Sunday in the old House of Parliament, at 10.30 and 3 o'clock. H.C. first Sunday in the month. Chaplain (C.C.C.S.), Rev. G. B. Power, M.A.

English Consul.—C. A. Blakeney, Esq.; Vice-Consul, Otho Alexander, Esq. Consulate near the Harbour. U.S. Consular Agent, C. E. Hancock, Esq.

Doctor.—Signor Politi. There is no English doctor, but Signor Politi speaks English.

English Chemist.—The English Pharmacy. It is also a kind of English store.

Postal Arrangements.—There is a mail arriving and departing three and occasionally four times a week. The Ionian Islands (Greece) being in the Postal Union, the postal rates are the same as on the Continent. Post Office near the Sanita. Telegraph Office on the Esplanade. Telegrams to England, 65 c. a word. Corfu is four to six days' post from London. Parcel Post Rates: not exceeding 3 lb., 2*s.* 3*d.*; not exceeding 7 lb., 2*s.* 9*d.*; not exceeding 11 lb., 3*s.* 3*d.*

Bank.—Fels & Co.; the Ionian Bank, Nikephoros Street.

Cafés.—Best on the Esplanade. Turkish coffee, 15 c.

Conveyances.—For cabs there does not seem to be any regular tariff, but for a morning's drive 8 drachmai would be sufficient. There is no tariff either for boats from the steamer to the town, but 1 or 1½ drachmai is usually paid for each person.

The tariff for the principal excursions is as follows. The number in brackets represents the average hours occupied. Mon Repos, Canone, and the Tour du Lac (2), 8 dr.; S. Stephano (4½), 14 dr.; S. Decca (4), 12 dr.; Kiniopastes (3) 10 dr.; Potamo and the Tour (2¾), 10 dr.; Concouritza (3½), 12 dr.; Gasturi and Palace of Empress of Austria (3), 12 dr.; Govino and the Venetian Arsenal (3½), 12 dr.; Trichlino (2), 8 dr.; Pelleca (4½), 15 dr.; S. Pantaleone and Palæokastrizza (all day), 20 and 25 dr.

Guides and Interpreters.—Usual charge, 5 fr. a day.

Language.—Modern Greek and Italian. At the hotels and principal shops, Italian, French, and sometimes English are understood, but the natives speak a Greek dialect. Ancient Greek pronounced in the Italian fashion will, however, often serve at a pinch. The best handbook of modern Greek is the

one by Edgar Vincent, published in 1882 by Messrs. Macmillan. A very good modern Greek dictionary, compiled by Dr. A. K. Jannaris, has been published by Mr. Murray.

Living Expenses.—Meat is very cheap, especially beef. Fish, too, is very moderate in price, and the supply is plentiful. Sugar is absurdly dear; its price, like that of most other edibles in Corfu, is fixed by law. There is a very high protective tariff, and the duties on tea and wine are virtually prohibitive. Tobacco, being a Government monopoly, is very bad and very dear.

It is said that many of the trading classes are in favour of annexation even by Turkey (failing England), as the customs and octroi duties on cattle and oil are from 50 to 60 per cent. on the value, while in Albania the duties do not amount to more than 10 to 15 per cent.

Money.—Similar to the French, except that centimes are called lepta, and francs drachmai. Coins most in use are: Gold, 25, 20, and 10 drachmai; silver, 7, 5, 2, and 1 drachmai; and bronze of 5 and 10 lepta. The paper money is much depreciated, a sovereign being generally equivalent to from 30 to 35 fr. in notes. The exchange has, within the last few years, been as high as 40 fr. Consequently at the hotels all bills must be paid in gold.

Passport.—This is still liable to be asked for, and it must have the *visa* of the Greek Consul-General in London, 19, East-cheap, E.C.; the charge for the *visa* is 2*s.* 6*d.* Those about to visit Albania should get the Turkish *visa* as well; fee, 4*s.*

Maps.—The best is Stanford's map of the Ionian Islands, scale $6\frac{1}{2}$ miles to an inch; price 5*s.* A good large-scale map of the island can also be procured at Farrongia's, the principal bookseller in Corfu.

Books of Reference and Guide Books.—The leading authority is Kirkwall's "Ionian Islands," 2 vols. Descriptions of Corfu will be found in the following handbooks: Baedeker's "Southern Italy" (see NAPLES); Baedeker's "Greece," 8*s.*, 1894; Murray's "Greece," 20*s.*, 1900, Stanford; Joanne's "Greece," Vol. II., 20 fr., Hachette, 1903; Macmillan's "Guide to the Eastern Mediterranean," 9*s.*, 1901.

IV.—MALTA.

"This fortress built by Nature for herself,
Against infection and the hand of war." *Shakespeare.*

THE increasing popularity of this island as a winter residence for those not actually invalids may be accounted for as follows: It is by sea very easy of access from England; it has—barring the winds—a delightful climate, mild, sunny, with a very uniform temperature; there is plenty of society, and during the season a great deal of gaiety and animation. Another attraction is the cheapness of living, in which respect it compares favourably with many other Mediterranean resorts, and especially Cairo. Though, apart from Valetta and the ancient capital, Citta Vecchia, there is not very much to see in the island, the capital itself is full of interest. "Malta is certainly a most delightful station. Its city, Valetta, equals in its noble architecture, if it does not even excel, any capital in Europe. If that fair city, with its streets of palaces, its picturesque forts, and magnificent church, only crowned some green and azure island of the Ionian Sea, Corfu for instance, I really think that the ideal of landscape would be realised" (Lord Beaconsfield). Most people are disappointed with their first view of Malta. There are no hills of any altitude in the island, and when first sighted at a distance of twelve or fifteen miles it has the appearance of a barren, low-lying shore. In this case the saying that "distance lends enchantment to the view" proves a fallacy, for on a nearer approach the beauties of the varied coast outline become apparent. Valetta is most picturesquely situated, and the view of the town from the sea is very striking.

In his first walk round the city the visitor will probably be especially struck by the cosmopolitan character of the passers-by, the great number of priests, the frequency of religious processions, and the unvarying black dress and hood, unrelieved by the least touch of colour, of the Maltese women, which gives a sombre and subdued tone to the streets. Connected with this hood is a curious legend. When Malta was sacked by the French troops, in 1788, the women registered a solemn vow that, in memory of the brutal treatment they had received at the hands of the licentious soldiery, they would, for the space of a hundred years, dress in black, and wear a distinctive hood (*faldetta* or *onnella*), which is called the "hood of shame." Though the period for which the vow was taken has now expired, there does not seem any disposition on the part of the inhabitants to renounce this distinctive garment.

Routes.—See beginning of book.

Climate.—The climate is equable and very mild; but not so dry and tonic as that of the Riviera. A good deal of rain falls during the cool season; but the weather is generally very bright and sunny, the rain usually falling at night. Delicate visitors should not arrive before November. October is rainy, and during this month the sirocco has to be reckoned with. Malta is warmer than the Riviera, and not so stimulating as Cannes or Nice. The season lasts from November to April, and in May there is a general exodus of visitors. The mean average temperature for the six months of the season is 60°. January and February are the coldest months (average mean temperature 53°). There is great uniformity in the temperature. If the four summer months are excluded, there is only a difference of 20° between the extremes of heat and cold at any period of the day or night. In this respect Malta compares favourably with Egypt, where there is sometimes a difference of 40° between the day and night temperatures

The most serious objections to Malta as a winter residence for invalids are its extreme windiness and absence of shade. The prevailing wind is the N.W.; but the sirocco, or S.E. wind, is not an infrequent visitor, though it is more especially prevalent in September and October. The sirocco at Malta, instead of being an exceedingly dry wind, as in Africa, having passed over a considerable expanse of sea is an unpleasantly warm and damp one. Another drawback is the absence of any well-sheltered promenades or drives. The winds sweep over the island with great force, and there are no trees to break their violence. It is for these reasons that medical men do not, as a rule, recommend Malta to persons suffering from pulmonary consumption, except in the earlier stages. It must be allowed, however, that Valetta itself is a healthy town, and the sanitary arrangements are well looked after. The drains are good and the streets well flushed with water. The Sliema suburb is not, however, in so healthy a condition, the drainage being defective. The Government intend, however, shortly (probably in the course of 1904) undertaking an elaborate system of drainage for Valetta and its suburbs. The water supply is good. A good deal of the drinking water in private houses used to be collected on the flat roofs during the heavy autumn rains, and stored in immense tanks often of the same area as the house. But now most of the houses in Valetta and Sliema have a direct service laid on from the mains. Valetta is well adapted for persons who are not suffering from any specific complaint, but from overwork or general debility, and to whom a winter in the south has been recommended as a complete change. Nervous people will, however, find the continual ringing of church bells, the constant succession of religious processions, the perpetual offices, and religious *fêtes* in this stronghold of Roman Catholicism, rather trying.

Society.—Malta being the headquarters of the Medi-

terranean Squadron, and an important military station, there is a good deal of society, in which the naval and military element naturally predominates. A great deal of entertaining takes place, and besides the ordinary society festivities, in the shape of dinner parties, dances, and "At Homes," balls are given during the season by the Governor and the Union Club, for which visitors wintering at Malta will have no difficulty in gettting cards if they will take the trouble to pay their respects at the Governor's palace, which is generally done in a rather perfunctory manner by merely writing their names in the visitors' book in the entrance hall. It is advisable for a visitor to become a member of the Union Club if he wishes to take part in the various gaieties of Malta society, to which membership in this club almost gives the *entrée*. This club is considered to be one of the best service clubs in Europe, and the committee are rather strict as to the gentlemen admitted as honorary members. A permanent member is allowed to introduce a visitor for one week, but for a longer period a candidate must be admitted by the committee. The entrance fee is £5, and the quarterly subscription £1 1*s*. The club is mainly intended for officers of both services stationed on the island, but private gentlemen actually residing in Malta are admitted as permanent members.

Amusements, etc.—No visitor to Malta need complain of *ennui*, as amusements are most plentiful and varied. There is a very good theatre, and during most seasons a very fair Italian Opera Company gives performances from November till April, every evening except Tuesday and Friday. The Opera House is a very handsome building, and was designed by Mr. C. Barry. The seats are remarkably cheap, only 3*s*. being charged for a stall. There is another theatre near the Main Guard, the Teatro Manoel, which is said to be the oldest in Europe. There are lawn tennis (subscription very moderate), polo, golf, and cricket

clubs, and an annual race meeting organised by the Malta Jockey Club. Then every fortnight a *Gymkhana* is held. This is a military athletic meeting, where polo matches, steeplechases, athletic sports, etc., take place. There is excellent sailing, boating, and bathing. Good boats and canoes can be hired at very moderate rates. The officers' bathing-place is at Sliema, but it is open to all members of the Union Club.

Visitors of a more studious turn will be glad to know that there are several good reading rooms, well supplied with English newspapers and magazines. The Garrison Library is in St. George's Square, and is open to all visitors introduced by a member. The subscription for one month is 5*s*. The library and reading room are open from 9 a.m. In the latter room will be found most of the principal London newspapers and all the leading magazines. There is a good reading and smoking room at the Exchange (Casino della Borsa); visitors can be introduced by a member for one month without payment.

Sport.—Very little shooting is to be had in Malta, but quails are occasionally found in the spring. The sportsman will find Gozo more suitable for his purpose; some wild-fowl shooting is to be had there occasionally. There are some formalities to be gone through before the Customs authorities will "pass" a gun. Good sea fishing is to be had. Whiting is plentiful in May, and red mullet can be caught in December and January. The Maltese say "red fish should be eaten in winter and blue fish in summer."

Objects of Interest.—Valetta, which disputes with Venice the title of "City of Palaces," contains so many features of architectural and archæological interest that it would be difficult to deal with them even superficially in a work covering so wide an area as this guide does. I must

be content with a brief epitome. The chief objects of interest in Valetta are the Cathedral, Governor's Palace, Auberges of the Knights Templars (mostly converted into barracks, hospitals, hotels, etc.), Forts, and Capuchin Monastery with catacombs.

St. John's Cathedral.—Here the monuments of the Grand Masters are the chief attraction. The exterior is plain and not imposing, but the interior is most richly decorated, and in spite of the pillage by the French in 1798, there remains a magnificent collection of gold and silver altar plate, crosses, pyxes, monstrances, etc., which will be shown by the sacristan, who expects a gratuity. Some fine tapestry and a mosaic pavement of all kinds of marble should also be noticed.

In the Chapel della Virgina the keys of Valetta taken from the Turks are preserved as trophies. The sarcophagus of the first Grand Master, la Valetta, is in a crypt under the Bavarian Chapel. Gratuity to verger.

The Governor's Palace was formerly the Palace of the Grand Masters, and contains many curious and artistic treasures, notably tapestry. The Armoury contains one of the finest collections of sixteenth and seventeenth century arms in Europe.

Of the Auberges the most interesting is the splendid pile known as Auberge de Castile, now used as the combined mess of the artillery and engineers—a veritable palace, and perhaps the finest mess-house in the world. One of the sergeants will show visitors over. Tip, one shilling.

For a fine view of the harbour and forts the visitor should take a stroll on the Baracca.

Fortifications.—The tourist should find time for a visit to one of the forts. Apply to sergeant on duty, who will supply a soldier as conductor. Valetta, as everybody knows, is the strongest fortified harbour in the Mediter-

ranean. Between Valetta and Floriana the biggest fosse in the world cuts off the town from the rest of the island, while on each of the frowning forts, St. Elmo and Ricasole, a 100-ton gun defends the approach to the Grand Harbour.

The visit to the Catacombs of the Capuchin monks, just outside the town, may well be omitted by the passing tourist, though one of the recognised sights. "The Baked Monks," as the desiccated bodies of the defunct *Cappuccini* are vulgarly termed, are not a pleasant spectacle. Besides, these catacombs are far inferior in extent and interest to those of Citta Vecchia.

Excursions.—By far the most interesting is the one to Citta Vecchia (Notabile), the former capital of Malta, six and a half miles from Valetta. Preferable to take a cab (4 to 5*s.*) than the railway, as the trains run infrequently, and are not very punctual.

Besides the richly decorated Cathedral (said to occupy the site of the house of Publius, Acts xxviii.), there are churches, monasteries, and catacombs to be seen—in short, a visitor, even if he stays only two days in Malta, should devote one of them to this ancient capital, which as a rule is rather neglected by the tourist.

St. Paul's Bay, where St. Paul was cast on shore, is only a short drive from Citta Vecchia. Some curious little shells are to be found here which are christened by the natives "St. Paul's Teeth," and sold as curiosities.

In the valley below the ancient capital is the church of Mosta, famed for its dome, one of the largest in the world, its span exceeding that of St. Paul's, London, by ten feet.

"A comfortable hotel—the Point de Vue—has lately been opened at Citta Vecchia."

A QUAINT MALTA GUIDE.

An English guide book has recently been published at Valetta with the quaint title, "A Walking in Malta." By this it

appears that English, or at any rate a variant which goes by that name, is popular in Malta, *pace* the Maltese language agitators.

The author in his introduction airily remarks: "Space and time do not consent as presently to speak of the glorious history, rich movements, very florid commerce, and about the political, strategic importance of Malta. We will do this with more tranquillity, serious designs and gifts, in the next edition."

The topographical features of Valetta are strikingly suggested: "The streets in Valetta are straight, and they cut themselves perpendicularly three sides from towards the sea; they hurl down in long dizzy staircases. The effect is very original."

But perhaps the gem of the book is to be found in the piquant and original description of the Notabile (Citta Vecchia) Railway: "A reduce discarding railway joins Valetta with Notabila, passing near several villages, the railway runs almost parallelly. The street by which a coach may go is preferred by those who wish to make a conceit of the country."

PRACTICAL INFORMATION.

Hotels. — The most fashionable is the Grand (formerly Dunsford's), which is patronised a good deal by winter visitors. Dunsford's is more expensive than the others, the terms ranging from 12*s.* to 15*s.* a day. Of the more moderate hotels the most frequented by English visitors are the Royal, Strada Mercanti (P. from 10 fr., C.); Angleterre, Strada Stretta; Great Britain, Strada Mezzodi; Westminster (with good restaurant), Strada Reale; Queen's, Strada Reale; and Imperial, Strada S. Lucia. The situation of the Sliema hotel (Modern Imperial) is good and healthy, and the hotel is suitable for invalids. English billiard table here, for which no charge is made to hotel visitors.

Speaking generally, the hotels of Valetta are not quite up to the standard one would expect at a great military station and fashionable winter resort. In this respect Valetta resembles Gibraltar, where the hotel accommodation is notoriously deficient. Perhaps, on the whole, the Royal is the most satisfactory of all. "A very comfortable hotel at Valetta is the Royal, and not at all dear for a first-class house."—*The Queen.*

The terms at these hotels are from 8*s.* to 12*s.* a day inclusive. Most of the Malta hotels keep open all the year, though the season may be considered to last only from December to May. There is a good private hotel (Morell's, 150, Strada Forni), kept by an English lady. A high-class, but somewhat expensive establishment. *Pension* from 10*s.* a day.

Villas and Apartments.—The rent of a furnished house in Valetta would be about £100 to £120 for the season, and unfurnished houses used to be obtained for about half this sum, but rents have increased 30 per cent. to 50 per cent. during the past few years. These prices only apply to Valetta. In the suburban villages (Casal Attard, Casal Lin, etc.), on the line of railway, unfurnished houses of fair size can be rented for £15 or £20. Most of the houses have balconies projecting over the street, which give a pleasant appearance of irregularity to the general outline. They have, generally, flat roofs with terraces, and the views from some of the housetops are very fine. The predominating style of architecture is a mixture of Italian and Moorish, which is well adapted for the climate. Apartments are scarce, but can be rented at a cheaper rate than at Cannes, Nice, and other fashionable Riviera resorts, some unfurnished flats being obtainable at £30 or £40 a year. Hire of furniture cheap.

Church Services.—Anglican Collegiate Church of St. Paul, Valetta (chaplain, Archdeacon A. B. Cartwright): Sundays at 8, 11 a.m., and 6 p.m. Holy Trinity Church, Sliema (chaplain, Archdeacon Collyer, M.A.): Sundays, 8, 11 a.m., and 6 p.m. Then there are the services at the Garrison and Dockyard Chapels. Free Church of Scotland, Strada Mezzodi: Sunday services at 10.30 a.m. and 6 p.m. Minister, Rev. G. A. Sim, M.A.

Governor.—Gen. Sir C. M. Clarke, G.C.B.

Lieut.-Governor.—Hon. E. M. Merewether, C.M.G.

U.S. Consul.—John G. Grout, Esq., Strada Mezzodi.

Doctors.—Professor C. Samut, M.D., 47, Strada Santa Lucia; Professor Schembri, M.D., 60, Strada Mezzodi; Dr. Stilon, 24, Strada Zaccaria; Dr. Tabone Engerer, 64, Strada Britannica; Dr. Galizia, 64, Piazza Celsi. Several of these gentlemen have English degrees, and all speak English fluently.

Nursing Institute.—The Mildmay, 18, Strada Scozzese. Nurses for private patients obtainable.

English Dentist.—Mr. Thomas Jenkin, 32, Strada Reale.

English Banks.—Anglo-Egyptian; Anglo-Maltese; J. Bell & Co., Strada Vescovo; Turnbull, Jun., and Somerville, 20, Strada Reale; Thos. Cook & Son.

English Notary.—Mr. G. Page, 158, Strada S. Lucia.

House Agents.—Dalzel & Gingell, 283, Strada Reale.

English Chemists.—Collins & Williams, Strada Reale.

Postal Arrangements.—The mails leave London daily; transit three and a half days. Parcels: *viâ* P. & O., from 1 to 3 lb., 1*s.*, *viâ* Italy, 2*s.*; 3 to 7 lb., 2*s.*, *viâ* Italy, 3*s.*; 7 to 11 lb., 3*s.*, *viâ* Italy, 4*s.* Inland postage: $\frac{1}{2}d.$ for every $\frac{1}{2}$ oz.; newspapers, $\frac{1}{4}d.$ The mails leave for England, *viâ* Syracuse, daily (except Sunday), and *viâ* Marseilles on Thursday. Letters are distributed in the morning.

Telegrams: to the United Kingdom, 6*d.*, Italy, 3*d.*, and France, 4*d.* per word. Central office, Strada Reale.

Conveyances, etc.—*Electric Trams.*—Malta will soon be equipped with electric trams on the overhead trolley system. The concession has been granted to Messrs. Macartney, McIlroy & Co.

Cabs.—The cab fares are ludicrously cheap, owing to the fact that no Maltese will walk a yard if he can help it. The tariff is: Under half-mile, 3*d.*, under a mile, 6*d.*; but the driver may feel himself aggrieved if an English tourist pays according to the legal tariff. By the hour the tariff is 1*s.* 6*d.*, but an understanding should be arrived at before hiring. For boats from the steamer to the landing stage the legal charge is 1*s.* for one passenger with a reasonable amount of luggage; for an hour's row in a boat the usual charge is 1*s.* Between Valetta and Sliema there is a steam ferry every five minutes, from an early hour of the morning till eight or nine o'clock in the evening. At any hour of the day or night a small boat can be obtained to row a passenger across for 3*d.*

The charge for jobbing horses and carriages is very moderate. A carriage and pair, with coachman, can be hired for about £9 or £10 a month, and a saddle-horse for £4 a month. A well-appointed landau, with coachman, can be hired for the afternoon for 5*s.* or 6*s.* The usual charge for a day's drive in a two-horse carriage is 10*s.*

Guides and Interpreters.—The tariff is 2*s.* for the first and 1*s.* for subsequent hours. It is advisable to hire a guide or *valet de place* through the hotel proprietors or through Messrs. Cook.

Language.—English and Italian are the official languages, but the natives (except the shopkeepers) in Valetta, as a rule, only speak Italian and Maltese; in the country, Maltese only. Maltese is a bastard dialect, compounded of Italian and Arabic.

Living Expenses.—Valetta is a decidedly cheap place for *residents*, for, though house-rents are high, there are no taxes and no rates, while housekeeping costs very little. On the whole Malta is the cheapest island in the Mediterranean for English people. Beef and mutton cost about 6*d.* a pound. The markets are excellent, and provisions, fruit, fish, etc., very plentiful and remarkably cheap: pigeons, 3*d.* to 7*d.* each, according to size; chickens, from 9*d.* to 10*d.*; ducks, from 1*s.* 6*d.*; mutton, 5*d.* per lb.; lamb, 6*d.* per lb.; beef, 6*d.* per lb.; steak, 7*d.* per lb.; turkeys, 4*s.* 6*d.*; rabbits, 4*d.* to 6*d.* Most of the vegetables come from the neighbouring Isle of Gozo, and the fruit from Sicily. Male servants, especially cooks and coachmen, easily obtainable for about £4 a month *without board*. A Maltese maid-servant is paid 14 or 15 shillings a month.

Money.—English money is alone legally current. A curious little English coin used to be issued for Malta of the value of the third of a farthing. They are now scarce.

English Newspapers.—The *Daily Malta Chronicle*, price 1*d.*, is the best local paper, containing a considerable amount of local and general information, besides society items. The *Malta Times*, published weekly (Friday), is of less interest to visitors. The London dailies are sold in Valetta on the fourth day after publication.

Shops, etc.—The Valetta shops are good, and most of the articles cheap. The following are a few representative ones:—

Stationers and Booksellers.—Watson, 248, Strada Reale; L. Critien, 28, Strada San Giovanni; and J. Critien, Strada Reale.

Hairdresser.—F. Spiteris, Toilet Saloon, St. John's Square.

Photographer.—R. Ellis, 43, Strada Stretta.

Milliners and Drapers. M. A. Crockford & Son, 257, Strada Reale.

Wine Merchants.—H. & S. Simonds, Ltd., 311, Strada Reale; W. B. White, Strada Mezzodi; Nixon & Co. (of Oporto), Strada Cristoforo; Junior Army and Navy Stores; The Manchester House, Strada Reale.

Tourist Agents.—Thos. Cook & Son, 308, Strada Reale; also Malta Agents of the International Sleeping Car Co.

Guide Books.—The "Guide to the Maltese Islands," by the Rev. G. N. Godwin, is very good for history and topography, but it was written many years ago. Messrs. Critien are preparing a new Guide to Malta. Descriptions of the island will also be found in Murray's "Mediterranean Islands," 21*s.*, "Sicily," 6*s.*, and "South Italy," 6*s.* (Stanford); Baedeker's "South Italy and Sicily." 6*s.* (1896); Joanne's "Algerie et Tunisie, 12 *fr.*; and Dr. Yeo's "Climate and Health Resorts." There is also an interesting account of the island in Cassell & Co.'s "Picturesque Mediterranean," 1891, and in a special number of the "Portfolio," written by Rev. W. K. R. Bedford, 2*s.* 6*d.* (Seeley). In fiction, military and official life in Malta is described at some length in "Macleod of the Camerons," and in "The Evil Eye," by Daniel Woodroofe (Methuen, 1903).

Maps.—An excellent map of Malta in two sheets has recently been published on behalf of the War Office by Mr. Stanford, Long Acre, W.C.

V.—THE BALEARIC ISLANDS.

"These leafy isles upon the ocean thrown,
Like studs of emerald o'er a silver zone."

ALL the well-known island winter stations have now been described. Of the other islands the only ones that need be noticed are the Balearic Isles. The historical reader need hardly be reminded that many of the Mediterranean Islands visited by tourists are, or have been at some period or other, either English possessions or under the protection of our flag—Minorca, Capri, Corfu, Corsica, Cyprus, and Malta to wit. This fact gives additional interest to a cruise in the Mediterranean. At many of these islands—notably Corfu and Minorca, the pleasant traditions of English rule are still handed down to the inhabitants, and English tourists are heartily welcomed. This may slightly compensate for the undeniable homeliness—to use no harsher term—of the accommodation for visitors.

Hitherto visitors to the Balearic Isles, being quite outside the beaten track of tourists, have been chiefly confined to artists, yachtsmen, and passengers by the numerous pleasure yachting steamers, which have done so much to popularise the Mediterranean as a winter touring field for English holiday makers. Yet they possess many attractions—varied and picturesque scenery, a mild and sunny climate, innumerable excursions, and good roads, to say nothing of the cheapness of living and unusually moderate hotel charges. Palma, the capital of

Majorca, may indeed be regarded as an admirable winter resort *in posse* if not *in futuro*.

It is, no doubt, the difficulty of access equally with the lack of hotel accommodation which has caused these picturesque islands to be neglected by ordinary tourists and those in search of a winter residence. If the General Transatlantic Company, whose steamers pass in sight of the islands almost daily, *en route* to and from Marseilles and Algiers, could be induced to make Port Mahon one of their calling-places, I have no doubt these islands would become almost as popular winter quarters as Corfu or Corsica. Being Spanish possessions, mistaken notions of patriotism will no doubt prevent the French Steamship Company having anything to do with their exploitation as winter resorts, lest they should prejudice the success of Algiers. At all events, the fact remains that they can now only be reached by indifferent steamers from Barcelona or Valentia. Certainly deficiencies of harbour accommodation cannot be alleged as an excuse, for, according to the well-known proverb, "the ports of the Mediterranean are June, July, August, and especially Port Mahon."

Hotels.—The only towns in Majorca and Minorca where anything approaching to tolerable hotel accommodation can be obtained are at the respective capitals, Palma and Port Mahon. These hotels can be classed together as favourable representatives of the Spanish commercial hotel, but with this difference—the landlords are pleasant and responsive, and personally look after the comfort of their guests. The waiters are willing and attentive—but totally ignorant of any language but Spanish and the local dialect—and the cooking tolerable, with a plentiful table. The accommodation, however, is rough and primitive. At Palma the Mallorca Hotel is considered the best,

* Since the building of the magnificent Grand Hotel at Palma, the following observations should be revised. See description of hotel below

though, after all, the difference between it and the other hotel, the Palmas, is as subtle as the proverbial distinction between Cæsar and Pompey. Fonda del Vapore and Fonda Bustamente are perhaps the best inns—for in connection with the Balearic Isles the title hotel is a misnomer—in Port Mahon. There is, however, considerable difference of opinion as to the merits of the inns in these isles between the two great authorities on Spanish travel, O'Shea and Murray. The tariffs, however, cannot be wrangled over. There is a uniform charge of eight pesetas a day at all. As some indication of the paucity of English travellers it may be mentioned that at no hotel in the islands have any arrangements been made for the acceptance of tourist coupons.

Climate.—The winter climate of the Balearic Isles is mild and equable. During the winter the temperature at Palma, the coming winter resort of the islands, seldom falls below 44° Fahr. Mr. John Lomas, one of the best authorities, declares that "the climate of Palma rivals that of Malaga and Algiers, while there are many cases in which it is deemed preferable." The climate of Minorca is less equable. The best season is from January to May. The latter month is usually rainless. The rainfall throughout the island is, indeed, slight. From the records in O'Shea's "Spain," it appears that the average number of days on which rain falls from November to April (inclusive) is only 36.

Sport.—Game is plentiful on these islands, especially in Minorca, and shooting here is practically free. Partridges, snipe, and various kinds of wild duck and waterfowl afford good sport during the winter. Rabbits abound everywhere. Excellent sea-fishing. The customs duty on guns is 5 pes. per kilo, cartridges 60 c. per kilo.

Principal Sights.—Cathedral; Lonja; Private Houses (Casa Morelli, Casa Vivot, Casa Bonaparte, etc.); Ch.

of S. Francisco; Casa Consistorial (Town Hall); Bellver Castle; Rambla (visit it in the evening—a charming promenade).

Cathedral.—The cathedral, with its flying arches, pinnacled towers, and imposing south front, is the most striking object as the steamer enters the beautiful Palma Bay. It is a magnificent Gothic pile, begun by King Jayme I. in 1230, and was over 150 years in building. The interior, though imposing from its vast proportions (247 feet long, 140 wide, and 147 feet in height), is rather disappointing. The chief feature is the Capilla Real, very richly decorated. Here, enclosed in a black marble sarcophagus, is the coffin containing the embalmed remains of King Don Jayme II. For a fee the sacristan will show the royal mummy itself. The Treasury should not be omitted. Here is a superb candelabra, said to be worth over £6,000.

Ch. of S. Francisco.—Good example of Gothic. Tomb of the famous Mallorcan savant, Raymond Lully.

Lonja.—Of considerable architectural merit. Exterior very striking, with its Moorish battlements and octagonal tower. Interior very fine, with an elegantly groined roof.

Casa Consistorial.—Uninteresting building, but in the picture gallery are a few good paintings, notably a San Sebastian by Van Dyck.

Castle of Bellver (corruption of Belvidere).—Two miles west of Palma (cab, 3 pes.). This old fortress, now used as a military prison, was built by Don Jayme II. Here General Don Lacy was shot by Ferdinand VII., in 1817. The very fine patio with Gothic galleries should be noticed.

Private Houses.—The Casa Bonaparte (for the Bonaparte family claim descent from Hugo Bonaparte, a Mallorcan, Governor of Corsica in 1411) and Casa Vivot are the show houses, but the most interesting is Casa Morelli,

with its beautiful Moorish patio and arcades, and granite columns. Beneath are traces of ancient Moorish baths with the beautiful horse-shoe arches still standing.

Excursions.—(1) *Raxa.*—Seven miles. Carriages, 8 or 9 pes. (return). This, with the trip to Valldemosa, are the best one day's excursion from Palma. The objective of this excursion is the very important Museum of Roman Antiquities found at Albano, near Rome, brought by the Despuig family to their castle here. The collection is one of the best in Spain. For card of admittance apply to Señor de Montenegro, the Intendant.

(2) *Valldemosa and Miramar.*—Two and a half hours' by carriage, 18 pes. (return). This drive includes the finest scenery of the island. Ruined Carthusian convent. Half an hour further is the Archduke Louis of Austria's famous winter retreat—Miramar (Seaview)—picturesquely situated amidst hanging woods and gardens, and bounded by precipitous cliffs. The views here are magnificent, recalling those from the famous Sorrento-Amalfi road. No inn here, but the Archduke has fitted up a guest-house for tourists, where they are lodged (but not boarded) free for three days. The pedestrian should walk along the new cliff road from here to Soller (ten or eleven miles). The views from this Mallorcan *Corniche* are superb.

N.B.—It would be well to remember the maxim, *Cave Canem*, when visiting the Palace. The watch-dogs are rather savage, and apt to resent the visits of strangers.

(3) *Soller.*—By diligence route, sixteen miles. A two days' trip, as the diligence only leaves Palma in the afternoon about 2 p.m., reaching Soller about 5.30 p.m. Fare, 2 pes. Tolerable inn (Fonda de la Paz, 6 pes.). A one-day excursion by carriage, for which about 20 pes. would be asked. The scenery is very fine, the Vale of Soller being one of the scenic lions of the island.

(4) *Grottoes of Arta.*—A visit to these wonderful caves,

which rank with those of Han, Adelsberg, and the Jenolan Caves of New South Wales, as the most wonderful in the world, requires two days at least. Train to Manacor (forty miles) three times a day (3·40 pes. first, and 2·20 pes. second). Then one and a half hour's drive to Arta, and two hours' walk to Caves. Guide necessary (5 to 10 pes., including magnesium light, etc.). Small inn at *Las Cuevas*. Expensive. Altogether the trip would cost a single tourist 40 to 45 pes.

Port Mahon (*Minorca*).—The chief curiosities of this island are the mysterious prehistoric monuments known as *Talayots*. The origin and signification of these remains is still a bone of contention with archæologists. It is generally considered that these monoliths are closely allied to the Nuraghes of Sardinia and the rude stone monuments found in Malta. Most of them were probably the dwellings of the primitive inhabitants. Minorca need not delay the tourist long. It has no lions except these talayots. A patriotic or sentimental interest attaches, however, to this "tight little island," as for the greater part of the eighteenth century the Union Jack floated over the fort and public buildings of Port Mahon. Some English customs yet remain, and the pleasant traditions of the popular English rule are still handed down to the inhabitants, and English tourists are welcomed.

"Port Mahon, in Minorca, has had a more varied experience of the sort than any other place. It was first captured in 1708 by Generals Stanhope and Leake, who, it is said, intimidated the inhabitants by shooting arrows into the town, to which were attached messages threatening the defenders with labour in the mines in the event of continued resistance. In 1713 it was formally ceded to Britain by the treaty of Utrecht. In 1756 the neglect of duty for which Admiral Byng suffered death enabled the French and Spanish to retake it. 1763 saw it again ceded to this country, but in 1782 it was surrendered once

more to the Spaniards. General Stuart captured it from them—this time without losing a man—in 1798, but in 1802 the peace of Amiens gave it back finally to Spain."

PRACTICAL INFORMATION (PALMA).

Routes.—See beginning of book.

Hotels.—The remarks in the text above now require modification. Since the first-class hotel, the Grand, was built, Palma can boast of the finest hotel of any of the Mediterranean islands (except Sicily). Acc. 180. Lift; E.L.; C.

English Vice-Consul.—B. Bosch y Cerda, Esq. (Port Mahon, B. Escudero, Esq.; Iviza, J. E. Wallis, Esq.) The U.S. Consular Agencies have been recently discontinued.

Doctor.—Dr. Sancho (speaks French).

Café.—Teatro, Plaza de Constitucion.

Bank.—Bank of Spain.

Money.—See Malaga.

Post Office.—32, Calle San Bartolomé. Open till 2 p.m. A mail to and from Spain four days a week. Letters from London take four to six days. Rates for postage and telegrams as in Spain.

Telegraph Office.—46, Calle San Miguel.

Theatre.—El Principale.

Books of Reference.—Bidwell's "Balearic Islands," 1876; "Letters from Majorca," by C. W. Wood, F.R.G.S. (Macmillan); Article in "The Picturesque Mediterranean," by Charles Edwardes; "Voyage Botannique dans les Iles Baléares," by E. Barat (Geneva, 1882); "Un Hiver à Marjorque," by Georges Sand, which is, of course, a classical work of travel; "The Lost Possessions of England," by W. Frewen Lord (Macmillan, 1896); "Our Forgotten Islands." There is no English guide book to the island, but excellent descriptions in Murray's "Spain" (1898), in O'Shea's "Spain" (1902), Joannes's "Espagne," and Baedeker's "Spain" (1901). In the following novels excellent pictures of life and travel in these islands will be found: "The Recipe for Diamonds," by Cutcliffe Hyne; and "The Grey Lady," by H. S. Merriman.

VI.—CYPRUS.

PERHAPS none of the possessions which make up the British Empire holds a more anomalous position than Cyprus. Technically it is still, like Egypt, a part of the Sultan's dominions, though virtually it is an English Crown Colony, and is governed and occupied by Great Britain. In short, our tenancy of the island might be compared to that of a leasehold tenant, Turkey being the ground landlord, and the rent being represented by the annual tribute of £92,800 paid to the Porte. This amount is not, however, handed over to the Sublime Porte, but devoted to the payment of interest on the Ottoman Loan of 1855, which was guaranteed by Great Britain and France.

Our anomalous possession of this island has its rise in the Convention of June 1878 between Turkey and Great Britain, by which it was agreed that Cyprus should be administered and occupied by Great Britain until Russia restores to Turkey Kars and other conquests in Armenia—in other words, until the Greek Kalends.

To all intents and purposes, then, Cyprus is a British Colony, and this of course affects the comfort and safety of the tourist, the island being almost as safe for travellers as the Isle of Wight or the Isle of Man.

The characteristic physical features of Cyprus are graphically described by Mr. D. G. Hogarth:—

"A broad island about equally divided between mountain and plain, the last very ill watered, and some parts of the first, especially the lower south-eastern hills, very ill clad.

Long slopes to the west and south coasts, well suited to the vine, olive and caroub, but not of deep enough soil for other cultures except in the narrow valley bottoms: tracts of stony pasture on the spines of the spurs; a belt of carefully tended forest, mostly pine on the main ridge, climbing almost over the rounded summits; a steeper fall of green buttresses to east and north; a huge undulating plain declining eastward from the mountain roots, deep and rich when watered; a spiky wall carried out far into the sea to north-east, which rises abruptly out of the plain and falls as abruptly northward, stony and scarred, to the Caramanian strait. Such is the view that the eagle sees, sailing high over Mount Troodos."

Climate.—The winter climate is good, even in the plains, and fairly bracing. The rainfall is slight, and the temperature varies from 40 to 60 degrees Fahr. In the extreme south of the island the climate is described as "deliciously exhilarating and health-giving." The summer on the plains is, however, intolerably hot, the thermometer occasionally registering 105, and frequently 100 degrees. But residents manage to spend the hot season comfortably on the Troodos mountains, some thirty-four miles from Limassol, and fifty-four miles from Nicosia, where a summer camp is established. This is the summer quarters of the infantry company stationed near Limassol.

Language.—Modern Greek is spoken by the majority of the Cypriotes. In the towns, modern Greek, Turkish, and English are the three languages officially recognised in the law courts and Government offices. In the country, though modern Greek is understood, a rude Greek dialect, with a certain admixture of Turkish, French, and Italian words, is spoken.

"Italian and French are spoken in a few families of Latin origin, Arabic by the Maronites. The Osmanli Turkish spoken by the Moslem inhabitants is considered pure. English teaching has until the last two years received little encouragement,

and made little progress. Officially, English, Turkish, and Modern Greek are recognised in the Administration and Courts."—H. D. C.*

Living Expenses are moderate; meat, poultry, vegetables, and fruit being cheap.

"The ordinary price of the best beef actually paid in Nicosia in 1901, for consumption in an English household, was 1*s.* an oke (4½*d.* to 5*d.* a lb.); mutton, 8 c.p. an oke (nearly 4*d.* a lb.); eggs, 3 to 4 for 1 c.p.; fowl, 6 or 7 c.p. each; turkeys, 2*s.* 6*d.* to 4*s.* each.

"Servants' wages are low. In native houses the domestic servants, chiefly women, are generally clothed, housed, and fed, receiving no wages; but where male servants are employed they are generally paid. In foreign households the servants are usually fed, or get an allowance of about 3 or 4 c.p. a day in lieu of food, and are paid from a few shillings per month up to £2 or £3 for a cook, or groom, or butler."—H. D. C.

Locomotion.—A railway from Nicosia to Famagusta, to be extended to the west coast, is in course of construction. The usual mode of transport is by mules, for which a charge of 2*s.* to 3*s.* a day is made for an excursion of several days. For "posting," the following are the usual prices paid by residents, though tourists would naturally be expected to pay a little more:—

	Carriage.	Mule.
Nicosia to Famagusta	22*s.*	5*s.*
,, ,, Kyrenia	16*s.*	3*s.*
,, ,, Larnaca	10*s.*	4*s.*
,, ,, Limassol	30*s.*	8*s.*
Larnaca to Famagusta	15*s.*	4*s.*
,, ,, Limassol	20*s.*	6*s.*

Maps.—The most convenient for the tourist is the one published by Stanford. Scale, 5½ miles to an inch.

* The quotations followed by these letters are from the latest edition of Hutchinson and Cobham's "Handbook of Cyprus," a little work of the greatest value to visitors.

Money.—The unit is the Cyprus piastre. Copper coins: quarter, half, and one piastre (nine piastres = one shilling). Silver: 3, 4½, and 18 piastres. Gold: English sovereign (value about 180 piastres). No note currency. The silver coinage is of special interest, as being the last struck during the reign of Queen Victoria. The piastre is usually described as copper piastre (c.p.), to distinguish it from the silver piastre (2*d.*) of Turkey, but the word piastre is not used by the Cypriotes; the coin is called *Grosion* by Greeks, *ghrush* by Turks.

Postal.—The postal communications with the United Kingdom and the Continent are infrequent, there being only one regular mail weekly. Transit six to nine days. Rates: (1) Letters—inland, ½ p., Great Britain, ¾ p.; and other countries, 2 p. (2) Parcels—under 3 lb., 1*s.*; under 7 lb., 2*s.*; under 11 lb. (limit), 3*s.* Though Cyprus is not strictly a British Colony, the British Empire penny postage (½ oz.) has been adopted.

Telegraphs.—The Eastern Telegraph Co. have a direct cable to Alexandria. Formerly there was another cable to Beirut, belonging to the Ottoman Telegraph Administration; but this is out of repair, and is now discontinued altogether. Rate to the United Kingdom, 1*s.* 7*d.* per word; France, 1*s.* 5*d.*; Italy, 1*s.* 3*d.*; Alexandria, 9*d.*; New York, 2*s.* 3*d.*

The inland telegraphs are worked by the E. T. Co. Rate, 1*s.* 9*d.* for 20 words, and 10½*d.* for every additional 10 words.

Society.—There is a fair amount of social intercourse between the families of the British officials, and (at Limassol) military men stationed on the island, at the principal towns, especially at Nicosia, which boasts of a golf club (nine holes). There are small English clubs at Nicosia, Larnaca, and Limassol.

Sport.—"Cyprus may be considered a fair sporting country, snipe, partridge, woodcock, with wild duck of all kinds, being found in considerable numbers, and these afford the best sport. Then quail and sand grouse are occasionally found. There is hardly any big game in the island except moufflon, which, however, are protected and can only be shot by those possessing a special permit from the High Commissioner, while 10*s.* poll-tax on each moufflon killed has to be paid. These so-called wild sheep, though they are more nearly allied to the deer, are becoming scarce, but are still to be stalked in the Troodos mountains. As to the sportsman's equipment, long shooting-boots of black or white leather made at Rhodes are the best for shooting excursions, on account of the thick scrub. A pair made to order at Nicosia or Larnaca would cost about 20 fr.

"No game license is required, but a license of 10*s.* a year to carry a gun must be obtained. The close season for moufflon and partridges is from February 15th to August 12th; for snipe, woodcock, and wild duck, from March 15th to September 1st." —"Practical Hints for Travellers in the Near East" (Marlborough).

Quail is met with on the island at all seasons of the year, but in small numbers, except when a flight migrating south visits the island. The native partridges are of the red-legged variety, and fair sport on the hills with a dog can be had. The hare is very common—indeed, it is technically ranked as "vermin."

PRACTICAL INFORMATION.

Routes.—See beginning of book.

Churches.—Cyprus is in the diocese of the Bishop of Jerusalem and the East, and church services are held at Nicosia and at Limassol.

Medical.—There are English medical practitioners at Nicosia, Limassol, Larnaca, and Famagusta. and a hospital, with an English trained nurse (Miss F. H. Dallen) as matron at Nicosia. There is also an English trained nurse in the employ of the Cyprus Branch of the Colonial Nursing Association.

Hotels.—"There are only three or four hotels properly

speaking, in the whole island—namely, two at Nicosia, one at Larnaca (the Royal), and one at Limassol. This fact alone shows how little the country is visited by tourists. As in Greece, it is best in the interior to hire a room at the town or village where the traveller proposes to pass the night. 'As a rule, the traveller has to carry his own provisions and cooking, and he is lucky if he finds a room free from fleas and bugs; and sanitary arrangements, where they exist at all, are generally primitive and filthy.'"—"Practical Hints for Travellers in the Near East."

The only hotel which approaches the Continental standard is the Royal Hotel, Larnaca, which is well spoken of. It boasts of a billiard-room. The proprietor acts as Messrs. Cook & Son's Cyprus representative.

Weights and Measures.—

1 Cyprus litre	=	2 quarts and 4-5ths.
1 Oke	=	2 lb. and 4-5ths.
1 Oke (liquid)	=	1 quart.
Ora	=	about 3 miles.
Mile	=	1 English mile.

Books of Reference.—Sir J. T. Hutchinson and C. D. Cobham, C.M.G., "Handbook of Cyprus" (100 pp., 2*s.* 6*d.*: Waterlow & Sons, London, 1904). Besides being virtually the official handbook it is an admirable guide-book for the tourist. Informative articles on natural history, sport, archæology, political history, etc. W. H. Mallock, "In an Enchanted Island: Cyprus" (Bentley, 1889); Sir Lambert Playfair, "Mediterranean Islands" (21*s.*, Stanford, 1890); "The Eastern Mediterranean" (9*s.* net, Macmillan, 1901); Mrs. E. A. M. Lewis, "A Lady's Impressions of Cyprus in 1893" (Remington, 1894); Sir S. Baker, "Cyprus as I saw it in 1879" (Macmillan, 1879); C. D. Cobham, "A Bibliography of Cyprus" (4th edition, Nicosia, 1900); C. D. Cobham, "Excerpta Cypria" (two series, 1895 and 1902), a mine of information for the student; J. Hackett, "The Church of Cyprus" (Methuen, 1900); H. Rider Haggard, "A Winter Pilgrimage" (10*s.*, Longmans, 1902); E. A. Reynolds-Ball, "Practical Hints for Travellers in the Near East," a companion to the guide books (140 pp., Marlborough & Co., London, 1903).

APPENDIX.

I.—YACHTING CRUISES FOR HEALTH AND PLEASURE.

MANY regard with some suspicion what is known as the ocean cure, partly perhaps owing to a popular notion that a prolonged sea-voyage (preferably in a sailing-ship) is the approved final resort in the case of dipsomaniacs and other victims of alcoholism. But the modified form of voyaging for health and pleasure by which we understand a Mediterranean pleasure cruise has never suffered from that reproach.

This pleasant and decidedly economical development of travel, which might appropriately be termed the New Yachting, has of late years become a very popular method of spending a winter or spring holiday. Its vogue with the ordinary holiday-maker, as well as the health-seeker, is as great as that of the luxurious, but decidedly costly, dahabeah voyage up the Nile with the invalid of means and the rich idler. These pleasure yachting trips appear to have been inaugurated by the well-known ss. *Ceylon* some dozen years ago. This vessel may indeed be regarded as the pioneer of the movement, though of late years it appears to have been monopolised by a *clientèle* less exalted in the social scale, having been chartered by the Polytechnic authorities for the benefit of their members anxious to indulge in a travel experience a little more extended than that afforded by "a week at lovely Lucerne for five guineas."

Even the great passenger steamship companies have found it advisable to recognise this popular demand for holiday cruises in the Mediterranean, and even to encourage a form of passenger traffic which they were at first inclined to ignore. And now the Orient-Pacific Company, the North German Lloyd, the Hamburg American, the White Star, and even the aristocratic and conservative P. & O. Co., arrange occasional holiday

cruises in the Mediterranean, usually from thirty to sixty days in duration. Then there is, of course, the well-known steam-yacht, *Argonaut*, of Messrs. Lunn & Perowne, which is devoted solely to these pleasure cruises.

Hitherto the ordinary tourist or convalescent who wished to spend a few weeks at sea was practically confined to the voyage out and home to Naples or Malta, to Madeira or the Canary Islands, or to the run across the Atlantic to New York or Quebec. These voyages, no doubt, gave the maximum of sea air in the minimum of time, but lacked variety, and afforded no opportunity for sight-seeing.

It is true that so-called pleasure cruises were advertised by some of the small companies touching at Mediterranean or Levantine ports, who, being able to find room for a few passengers, adopted this method of adding to their profits; but these steamers were often old and tediously slow, and indeed were to all intents and purposes "tramp steamers." More years have elapsed than I care to remember since I ventured on one of these "circular voyages," but I still have unpleasantly vivid recollections of the inferior accommodation, the lack of variety in the *cuisine*, the uncongenial passengers, and the general discomfort above and below.

As a substitute for the conventional Continental tour, the public yachting trips, as now organised, are admirably adapted. Apart from the obvious advantages of freedom from business and postal worries, the perpetual packing and unpacking, frequent consultation of railway time-tables, risks of inferior or uncomfortable hotel accommodation, and other inseparable drawbacks of Continental travel, the tourist is able to calculate his expenditure pretty accurately beforehand, and there is no necessity to allow a large margin for incidental and miscellaneous expenses. Then, too, he has the pull over the passengers in one of the regular passenger services, in that he is not tied down to dates to such an extent at the ports of call, for in the pleasure trips considerable latitude is given to the commander, and the stay at each port is practically dependent on its attractions from the tourist point of view. He can afford to laugh at Dr. Johnson's definition of a ship, "a prison with a chance of being drowned." Then the exigencies of the public postal service have

no terrors for him, while, in case of bad weather, the ship simply stays in the harbour.

The passenger has another obvious advantage over the one who takes a circular ticket by one of the mail liners. In the case of these steamers the breaks of the journey at ports of call are solely regulated by the requirements of His Majesty's mails. What scope for sight-seeing, for instance, is afforded by the short stay at Gibraltar or Marseilles, or the few hours' call at Naples, Malta, or Port Said? Besides, the great ocean liners, especially those to India in the autumn, are often unpleasantly crowded, and the through passengers are not inclined to fraternise with the mere holiday-maker bound for an intermediate port, who naturally feels rather "out of it." Another advantage is that, of course, only first-class passengers are carried, and the unpleasant proximity of a steerage crowded with emigrants is consequently avoided.

It has been found that the most popular of these cruises are to the Norwegian fiords and the North Cape in summer, and the Mediterranean in winter. Long sea-voyages do not seem to meet with sufficient support, and the round-the-world voyage undertaken by a well-known pleasure yacht some years ago, for which the sum of £500 was charged, did not encourage a continuation of those costly and ambitious *voyages de luxe*. Indeed, the cruise resulted in an absolute loss to the management.

Certainly there is no lack of opportunity to the tourist to become acquainted with what Dr. Johnson said should be the goal of all travellers—the Mediterranean. There is a bewildering choice of cruises, though an analysis of the different services will show a certain uniformity in route and time occupied. They are usually for a period of from fifty to sixty days, and in each voyage the aim of the manager is to call at as many places of historic or scenic interest as possible. The fares naturally vary, but as a rule the fare works out to about £1 a day. On all these pleasure yachts there is a laudable desire on the part of the officers to keep their passengers entertained and amused, and certainly one of these trips should act as a cure for the most pronounced recluse or misanthrope. The passengers are as a rule remarkably gregarious, and more sociable than those on the regular liners, and as nearly all have

undertaken the trip for pleasure, recreation, or for rest and change, this is not to be wondered at. "Write me as one who loves his fellow men," best expresses the sentiments of the genial and cheery "tripper"—using the word in no offensive sense. A band is always available for dancing, and pianos seem to be "laid on" in every saloon. The qualifications of the doctor are quite as much social as professional, and it is popularly understood that, like the officers of the U.S. Navy, it is essential that he should be a dancing man. The doctor is virtually a kind of permanent master of the ceremonies, and a kind of *arbiter elegantiarum*. Certainly the success of the trip depends more on this functionary than on the commander himself. In short, it is essential for the success of the voyage that the doctor should possess the peculiar social qualifications demanded of the medical director of a popular hydro, for recreation is an important factor in these cruises.

The advantages of this form of travel for ordinary persons in the enjoyment of good health need not be further insisted upon. But something should be said about the medicinal and therapeutic value of these public yachting cruises. It would be rash for the mere layman to dogmatise on the pathological side of these voyages, or to generalise as to the cases likely to be benefited. But it may safely be said that those threatened with incipient pulmonary consumption, those with weak lungs, those suffering from over-work and brain-fag, and, speaking generally, most convalescents would with due precautions be benefited by a few weeks' voyage in the Mediterranean. Then for obstinate insomnia a sea voyage will sometimes work wonders, when all other methods of treatment have failed.

But this obviously assumes that those passengers who are travelling chiefly to recuperate are not serious invalids, and do not regard the ship as a floating hospital, or even a floating open-air sanatorium. Naturally an invalid who would have to spend the greater part of the day in his cabin could not be expected to benefit much from the health-giving ozone, the tonic properties and the absolute aseptic character of the sea air. Then neither the *cuisine* nor the general arrangements are at all suited for real invalids.

The dread of sea-sickness will perhaps prevent these voyages

becoming popular with bad sailors. A few practical hints on the treatment of this malady may possibly prove of service.

That sea-sickness is a malady to which most of us succumb sooner or later, from the seasoned globe-trotter to the modest tripper, whose experience of foreign travel is limited to an occasional run to Paris, is a fact which is none the less disquieting because it is so obvious.

There is, of course, no infallible cure for sea-sickness, except perhaps the proverbial one of Punch, "Don't go to sea." This negative cure is, of course, impracticable for many of us. But though there is no absolute cure, there is no doubt that a commonsense régime before embarking on a long voyage—cross-Channel trips and other short passages need not be considered—would do much to lessen the risks of sea-sickness or minimise the attack. The principal causes of this distressing malady are: (1) Effusion of blood to the brain. (2) Disturbance of the digestive system; and certainly those of weak digestion are peculiarly susceptible to attacks of *mal de mer*. (3) Over-eating, and also under-eating.

Those who are subject to sea-sickness should treat themselves for a few days before the start, live very simply, and take a mild aperient. In short, the preliminary treatment rowing men undergo before beginning strict training might well be followed. Then it is undeniable that most people on board ship eat far too much and take too little exercise. The indulgence in the usually rich and greasy cooking at the long and elaborate meals of the first-class saloons of the big ocean steamers—where even at breakfast there are more courses than most passengers are accustomed to at dinner—is a bad preparation for a protracted bout of sea-sickness. During the attack sufferers are naturally disinclined to eat at all. Consequently it is not surprising that this *alternation of repletion and starvation* plays havoc with the digestive organs.

When the patient actually succumbs, drugs are of some use in alleviating the malady. If the attack is severe, apply a mustard leaf to the stomach and a hot-water bottle to the feet. Three to four drops of chloroform on lump sugar often prevents vomiting. Give also a tumbler of hot milk (which prevents straining on an empty stomach) or a dose of 15 grs. bromide

of soda, and 5 grs. antipyrine to 1 oz. water. Some doctors recommend cocaine tablets ($\frac{1}{20}$th grain) every hour.

Many medical men consider that, if drugs must be taken, the best all-round remedy is chlorobrom (not chloroform), a compound of chloralamide and bromide of potassium, while some pin their faith to 5 grs. of bromide of ammonia.

Popular remedies are not as a rule of much use. An exception may, however, be made in favour of Yanatas, which is, at all events, one of the best palliatives known, while it has often proved efficacious as a preventive. A remarkably simple but efficacious remedy is bi-carbonate of soda (enough to cover a sixpenny-bit) in half a wine-glassful of water.

As to beverages—the popular one of stout is probably the worst a sea-sick person can take. Iced dry champagne is about the most suitable, though it is more useful in the depressing and exhausting stages of a long attack than at the beginning. It must, in short, be regarded as a palliative rather than a preventive.

In obstinate cases it will sometimes be found that wearing an ice-belt minimises the feeling of nausea, or, if ice be not procurable, applying cold compresses all along the spine is nearly as effective. Even tightening an ordinary belt will sometimes reduce the nausea.

But *mal de mer* remedies are as the sands of the seashore in number. For instance, one experienced traveller recommends eating a couple of apples directly the feeling of nausea is experienced !

There is no doubt that nerves have much to do with sea-sickness. With some reason medical men declare that fear is the most potent of all remedies. If the ship is really in danger, sea-sick folk, they argue, seem automatically cured.

Then, no doubt, imagination is a very important factor in the case, while visual impressions certainly predispose travellers to *mal de mer*. For this reason it is a good plan when on deck to shut the eyes.

II.—THE WEST INDIES AS A WINTER RESORT.

THE Health and Pleasure Winter Resorts of the Mediterranean, and espeeially those of the South of Franee and North Italy, will no doubt long remain the favourite wintering places of nine out of ten English travellers, who prefer to spend the winter months in a warm and sunny elimate. The mere faet that most of the health and pleasure resorts of the Riviera are barely a day and a half from London eonstitutes an overwhelming attraetion, and quite outweighs the disadvantages of laçk of variety and the undeniable faet that the winter at Cannes or Monte Carlo is little more than an aftermath of the London season.

Then, owing to the improved eommunieation, even the more distant winter resorts, Sieily, Malta, Algeria, and Egypt, are now brought to within a few days of London. Indeed, even Assouan, the farthest outpost of the fashionable winter stations zone, is now brought to within less than a week of the Metropolis.

Still there remains an appreeiable minority of sun-worshippers, health-seekers, or mere pleasure-seekers, who not only yearn for fresh winter quarters, but consider a fortnight's sea voyage as not the least enjoyable part of their holiday. To these few plaees appeal so powerfully as the West Indies. The efforts of the Royal Mail SS. Co.—the *doyen* of chartered steamship companies—to develop and popularise the West Indies as a winter health and pleasure resort have been erowned with sueeess, and now these beautiful islands, notably Jamaiea and Trinidad, may be regarded as well-established winter havens of refuge for those "ordered south" for their health, as well as a pleasant holiday field for ordinary tourists.

I am now ehiefly concerned with the West India cruise from

the point of view of the health seeker. For invalids and others to whom a voyage is recommended, probably few winter voyages are more suitable than that to the West Indies, with a few weeks' stay at Jamaica or Trinidad. The late Sir Spencer Wells, in an article in the *British Medical Journal*, speaks very favourably of the climatic conditions of the voyage and of the West Indies in general: "In January the climate is delightful, with warm sunshiny days and cool nights, warmer than the Canaries, and much warmer than the Riviera or Algeria. Malarial diseases are rare, and epidemics of yellow fever seem to have passed away, so that to those who are in search of something new for a winter holiday, who have tried the Cape or the East Indies, I would advise full consideration to be given to the West Indies, if time is unlimited -say from December to April, or if that is too much, from January or February till May."

Delicate passengers, or those travelling mainly for health, will find it advisable to forego the subsidiary tours by the intercolonial steamers, and remain at Trinidad instead during the five days allowed. The company give this option for the sixty-five days' tour, and the stay at the Queen's Park Hotel is at the Company's expense. Or another alternative is to stick to the same ship throughout the whole voyage.

It is impossible, in the limited space at my disposal, to describe even in the briefest manner a tithe of the innumerable objects of interest and famous sights which passengers who take the whole round trip can "do" with the greatest comfort.

The following bald list will, however, serve as some indication of the wealth of the programme offered to those who participate in this delightful form of "the New Yachting."

Barbados, a kind of maritime Clapham Junction of the West Indies, and the headquarters of the Royal Mail SS. Co., is the first island called at; but the scenery of this prosperous little colony, though essentially tropical, is less striking than that of Trinidad, Jamaica, or Grenada, so there is no fear of an anti-climax when continuing the voyage.

Among the interesting features of Trinidad are its beautiful Botanic Gardens—one of the finest in the world, well worthy to rank with the famous Paradenyia Gardens of Ceylon, or the

Pamplemousses Gardens of Mauritius—and the Maracca falls, in a glorious setting of tropical vegetation, the rocks completely covered with a wealth of beautiful mosses and ferns. Then there is, of course, the remarkable natural pitch lake, which the islanders may be forgiven for regarding as the "eighth wonder of the world." Then there are the Maraval Reservoirs, so charmingly situated that their artificial character is scarcely realised by the tourist.

Jamaica, the ultima Thule of tourists, has been aptly described as one of the most romantic islands in the world, "uniting rich magnificent scenery with waving forests, never-failing streams, and constant verdure, heightened by a pure atmosphere and the glowing tints of a tropical sun." Tourists should devote as much time as possible to this beautiful island, but the four days allowed by the steamship company will enable energetic visitors to see most of its sights.

Enterprising tourists, sated perhaps with the tropical scenery of the lowlands, can reach a new climatic zone in the Blue Mountains region. The Peak will afford one of the most interesting climbs in the tropics, and the expedition can be comfortably done in a couple of days. Other objects of interest are the Hope Gardens (elecric tram), the Castleton Gardens, the drive through continuous lovely scenery to Gordon Town (train), the delightfully situated Mandeville, the Simla of Jamaica, with an excursion to Fern Gully.

But the most characteristic feature of West Indian life and scenery will be found in the long-stretching archipelago of islands from Tobago to St. Thomas. These islands cannot be properly seen in the ordinary sixty-five days' circular tour, as exigencies of the postal service only allow a stay of a few hours at each; but every facility is afforded to the winter tourist for an exploration of these islands by liberal arrangements for breaking the journey. If one were to attempt to describe the scenic charms of these islands and the luxuriance of the flora, one might be betrayed into an exuberance of epithet and prodigality of superlatives only equalled by the tropical luxuriance of the vegetation. Besides, it would be futile to attempt anything of this kind when the magnificent pictures of West Indian scenery by J. A. Froude and Canon Kingsley are familiar to all. Charles Kingsley's

famous description in "At Last"—a classic among books of travel—is well known:

"The eye and the fancy strain vainly into the green abysses and wander up and down over a wealth of depths and heights, compared with which European parks and woodlands are paltry scrub and tangle. The islands, though green intensely, are not of one, but of every conceivable green, or rather of hues ranging from pale yellow through all greens into cobalt blue; and as the wind stirs the leaves and sweeps the lights and shadows over hill and glen, all is ever changing, iridescent, like a peacock's neck, till the whole island, from peak to shore, seems some glorious jewel, an emerald with tints of sapphire and topaz hanging between blue sea and white surf below, and blue sky and white cloud above. If the reader fancies I exaggerate let him go and see . . . for himself how poor and how tawdry my words are, compared with the luscious yet magnificent colouring of the Antilles."

Pleasure cruises are a popular development of travel, and few cruises available to winter tourists with only seven or eight weeks at their disposal are pleasanter than the one whose scenic charms are briefly noted above. Practically the choice of the intending voyager who would voyage in "summer seas" is limited to the Mediterranean or the West Indies. The charms of a Mediterranean pleasure cruise are described in another article. But to many this is already a familiar touring ground. No doubt, in historic and artistic interest the Mediterranean voyage is unsurpassed, but the West Indian cruises offer certain distinct advantages. The climate, for instance, is superior—a warmer and more genial summer.

Then, except to those of pronounced cosmopolitan tastes, the fact that all the places visited are integral portions of the British Empire will be a strong inducement to give this voyage the preference. The Mediterranean voyager must be something of a linguist if he wishes to profit, or get real enjoyment, from his experiences at the ports on the Mediterranean seaboard where the steamer calls, while in the West Indian Islands English is spoken everywhere, and the frantic struggles with phrase-books, so painful an experience with most tourists in Continental countries, is avoided.

Another advantage of the Royal Mail cruises is that there is one uniform charge for berths, so that the best berth is yielded not to the longest purse, but to the first comer. In short, the good old rule "first come, first served" is applied, with most satisfactory results.

It should be mentioned that the Royal Mail Steamships offer an excellent opportunity for breaking the journey at Madeira or the Canaries (Teneriffe). The rivalry between these two resorts is as pronounced as that between Hastings and St. Leonards, Davos and St. Moritz, or Cannes and Nice. No doubt Madeira is the oldest established of any extra-European health resort, and for nearly a century it has been known as the Mecca of the Consumptive. Of late years the Canaries have much increased in popularity, and rather at the expense of Madeira. This may be partly due to the excellence of the Hotel accomodation at Teneriffe and at Las Palmas (Grand Canary). Indeed, the Grand English Hotel at Orotava is one of the most luxuriously appointed as well as the most up-to-date of any hotel in the Fortunate Isles.

As to the climate. Mr. Hope Moncrieff, a well-known authority on English and Foreign Health Resorts, observes that the winter climate of the Canaries is very similar to that of London in summer, but with more sun and about half as much rain, "though occasionally wet seasons transfer themselves from Madeira, to the chuckling satisfaction of the latter, while as a rule the Canaries are drier and also dustier."

III.—WINTERING IN INDIA.*

EASTWARD the tide of fashion wends its way, and the exodus from our shores, towards the end of autumn, of people of means and leisure, to spend the winter months in India, is each year more marked. After all, the vogue of India among fashionable people is not so extraordinary. It is merely a phase of the "wintering in the south" craze carried a little beyond the limits of the conventional visit to Egypt or the Riviera. Many, no doubt, consider the Riviera commonplace and hackneyed, while some want a little relief from the aftermath of the London season at Cannes or Monte Carlo. Then Algiers and the Canaries are considered slow and invalidish. Tangier is only semi-civilised, and even Egypt, with its incomparable climate, is getting too crowded and too tourist-ridden.

Then another attraction, no doubt, is the opportunity India offers of a pleasant winter climate under the British flag, with a thorough change of scene. This puts all Mediterranean resorts out of court, with the exception of the two little outposts of our empire, Gibraltar and Malta, which are too circumscribed, socially as well as topographically, to make altogether satisfactory winter quarters.

Then, of course, the supreme historic, archæological, and artistic interests of India, though they may appeal less to the fashionable globe-trotter than to that occasionally exasperating individual, "the intelligent traveller," have something to do with the increasing vogue of India. But though the popularity of India with the rich idler and dilettante traveller is of comparatively recent growth, it is now beginning to take the place of Algeria or Egypt as the world's winter playground. India has, however, long been a touring-field among English sports-

* The greater part of this article is reprinted, by kind permission of the proprietors, from an article, "India as a Winter Resort," contributed to the *New Liberal Review*, January 1903.

men; and it has, too, been a favourite hunting-ground of members of Parliament, who, unfortunately, rarely omit to commemorate their tour by a hastily written and necessarily superficial volume of *impressions de voyage*, a practice which has made the epithet "Padgett, M.P." proverbial. Indeed, nowadays a journey to the Colonies or India seems almost considered as a necessary preliminary to a parliamentary career.

No one can quarrel with this beneficial tendency of the age, except perhaps the unfortunate and much-maligned class of reviewers who are compelled to wade through an amalgam of hastily compiled travels, one half diluted guide-book—or boiled-down blue-book, if the chief aim of the writer is to be informative—and the other half records of trivialities dealing with the tourist's personal experiences, though fortunately the tedious diary form is getting a little out of date.

Fortunately for the average tourist, who can rarely devote more than three or four months to a winter trip to India, the famous foci of interest, the great show cities, so to speak, are mostly in the North-West Provinces, now officially, if somewhat cumbrously, termed the United Provinces of Agra and Oudh. Indeed, the principal tourist places are within a comparatively limited area. This tourist district forms roughly a rectangular triangle, Bombay forming the apex, and Lahore and Benares being situated at the extremities of the legs of this imaginary triangle.

Climate is, of course, a factor of some importance, even to the robust traveller, in the case of a winter sojourn in India, and I make no apology for devoting considerable space to this somewhat dry topic, for climatology might well dispute with political economy the epithet "dismal science." It is a popular error to assume that because India is more "tropical" than Egypt, for instance, therefore its climate must be even superior. Too soon will the visitor be disabused; the reasons would be appreciated only by those learned in meteorology, but a short stay will soon convince him of the fallacy of this reasoning. In the whole of India it would be difficult to find a climate the equal of Luxor and Assouan. Indeed, Upper Egypt seems intended by nature to be the world's sanatorium.

Consequently new arrivals in India are apt to betray them-

selves by an exaggerated display of tropical equipment. In Calcutta, for instance, where the residents dress in the main during the cool season as in London, even the amazing tyranny of the high hat holds sway to a limited extent, so that the tourist creates amusement among his Anglo-Indian friends when he indulges in a prodigal use of duck or drill suits, pith helmets, solar topees, puggarees, blue spectacles, and so forth.

The climatology of India has formed the subject of numerous text-books, but it is not necessary to weary the reader with elaborate tables of meteorological records and tables of statistics. It will suffice for my purpose to say that the climates of India are legion. They may be classified into hot, rainy, and cold seasons, which are mainly dependent on the monsoons. Winter visitors to India are, however, only concerned with the cool season, which in Northern India—the goal of most travellers, as this comprises the great tourist districts of the Punjab and Oudh—begins in October and lasts till March. The extremes of temperature between day and night will perhaps be found trying by newcomers, the cold at night being intense—indeed, the extremes are as great as in Upper Egypt. Still, the winter is on the whole pleasant, and will be found fairly salubrious to persons in ordinary health.

As for serious invalids, especially consumptives, India is not indicated, to use a pet word of the faculty; though at the same time semi-invalids, especially those with delicate chests and suffering from a languid circulation, will find a winter in India decidedly beneficial to their health. For ordinary travellers in robust health who can afford to ignore climatic conditions, the dry and genial, yet bracing, climate of the North-West Provinces will be found delightful.

But even that class of traveller spending a winter in India, not mainly for social pleasures or sight-seeing, but primarily in search of a congenial climate in a country less conventionalised than the Riviera, Egypt, or Algeria, should not disdain the advice of the medical expert. It may well happen that the prospective traveller, while scorning the imputation of being an invalid, would be well advised to consider the special applicability or the reverse of a tropical climate to his particular constitution. For instance, India is quite unsuited to one possessed

of a highly nervous and emotional temperament. The trying fluctuations of temperature, and the inevitable discomforts and petty worries of travel, will in a large measure neutralise the good effects of a sunny and genial winter climate.

As for those whose health does not allow them to ignore altogether climatic considerations, as is done by the average globe-trotter, they should be careful to let the seasons and climatic considerations influence their itinerary. They should avoid making more than a few days' stay in Bombay, Madras, or Calcutta, and spend most of their time in Northern India—in the Punjab or the "United Provinces." Though it is late for the hill stations, according to the iron decrees of fashion, yet November is really a good month for Darjeeling or Mussooree, and the cold being dry will not be found trying. At all events, a stay here is a useful tonic after the plains.

But even the robust must not be above taking some commonsense precautions. An illness in India is likely to be a far more serious matter than at Nice, Rome, or Cairo. To those ignorant of the tropics it may seem paradoxical to say that the chief precaution to be taken is against chill. But, as all Anglo-Indians know, chill in tropical countries is more easily taken than in a temperate climate, and the results are far more serious. It would be, perhaps, a counsel of perfection to advise the wearing of wool, or at least silk, next the skin, and those who regard the wearing of Jaeger costumes next the skin as a harmless fad, may affect to despise this warning. But the fact remains that the wearing of linen or drill is a frequent cause of catching cold, and though a chill may be trifling in itself it predisposes one to malaria or cholera. To sum up briefly the conclusions arrived at: for real invalids, India is altogether unsuited; semi- or quasi-invalids, with due precautions as to locality, regimen, etc., will probably benefit by a winter sojourn; while ordinary travellers, provided they follow a few commonsense rules about diet and clothing, will derive much pleasure and profit from a winter in India.

I trust I may not be thought to labour unduly the point of India's unsuitability as an invalid resort, but this advice is scarcely superfluous in view of the increasing popularity of India as an alternative to a sojourn in Egypt or the Riviera with

incipient invalids, especially those of a phthisical tendency. A serious objection to this practice of recommending a winter voyage to India, besides the more obvious drawbacks involved in the somewhat trying climate, the inferior hotel accommodation, and the long journeys which sight-seeing entails, is the crowded state of the great liners on the voyage out in November or December—the months when those travelling for their health would sail—and in March and April on the return journey, when the accommodation on the homeward-bound boats is strained to the utmost.

As for the hotels, no Anglo-Indian has a good word for them. It is hardly overstating the case to say that (with the exception of the fashionable hill stations, Simla, Darjeeling, etc.) there are not a dozen hotels in the whole of this vast empire which would rank as first-class according to the European standard. About the only thing that can be said for them is that the charges are moderate—averaging about 7*s.* or 8*s.* a day. If one were to attempt the invidious task of specifying, one might say that when one has mentioned the Grand and Great Eastern at Calcutta, the Elphinstone and Connemara at Madras, the Great Western and Watson's (Esplanade) at Bombay, and one or two at great tourist centres like Delhi, Agra, or Cawnpore, we have practically exhausted the list of first-class hotels.

Of course, outside the great tourist cities, to expect hotels on the Swiss model would be unreasonable, owing to the extreme sparseness of the European population—and no native, even the richest, wants an hotel—and the universal hospitality of Anglo-Indians. Possibly the recent marked developments of tourist traffic will sooner or later effect a change in this respect. It has already done so at Bombay, where an enormous *hôtel de luxe*, to be known as the Taj Mahal Hotel, has recently been built. This hotel is a magnificent building and one of the finest modern architectural features of Bombay. It is perhaps the only hotel in the Far East worthy to be compared with the great hotels of the Gordon, International Palace, or Ritz type. A noteworthy feature is the large number of apartments *en suite* with bath-rooms—a reliable test of the modernity of an hotel.

The lack of hotel accommodation is keenly felt this year at Delhi, where there are practically only two good hotels, Maiden's

and Laurie's. The proprietors have been unable to resist exercising the proverbial tyranny of a monopoly, and visitors are fortunate who have been able to obtain terms at £4 a day during the Durbar festivities. The result is the establishment of a ring of visitors' camps (popularly known as concentration camps) round the official and invitation camps.

The extraordinary demand for accommodation at the Great Durbar is amusingly brought home to the tourist by the fact that many of the ruined tombs and mausolea in the neighbourhood of Delhi have the inviting notice "To Let for the Durbar" conspicuously displayed! In view of the absurdly prohibitive prices the Delhi hotel-keepers are asking, some tourists may even prefer these sepulchral rest-houses.

The system at nearly all hotels is based on that of the Continental *pension*, and three solid meals, plus *chota hazri* and afternoon tea, quantity taking the place of quality, are given for the daily charge of five or six rupees. But attendance is a negligible quantity. It is not even included in the bill, as it is usual for each English visitor to bring his own servant.

Yet, strange to say, the attendance is conspicuous enough in the hotels, as at *table d'hôte* there are often more waiters than guests; but as it is customary for each guest to have his own private servant, the independent traveller apparently loses caste with the turbaned horde of hirelings—at all events, he is, as a rule, left severely alone. Besides, ignorance of the language prevents his insisting upon some attention from this mob of hotel menials.

A native attendant is, indeed, an essential encumbrance of the traveller, unless he has a decided preference for roughing it; and unnecessary roughing it, we are told on high authority, is debasing both physically and morally.

The traveller should engage a native servant at Bombay, preferably through some friend, but failing his good offices, through the hotel proprietors, or through Messrs. King & Co., or Messrs. Cook. He will be of appreciable service to the novice in Indian travel on the railways and at hotels or dak bungalows. "Presuming this traveller's servant be reasonably honest, according to the Indian standard, he will be content, like an Egyptian dragoman, with levying no more than the usual commission on every-

thing his master has to pay out, which, alas! too often means sweating the poor coolies, by whom you do not mind being cheated to the extent of an anna or two. But he will be of real use in guarding your rooms and person from the attentions of light-fingered natives, and to some extent in supplementing the perfunctory service rendered to hotel visitors by the mob of turbaned hirelings." In engaging a boy some useful advice by Mr. R. Hope Moncrieff, in an illumining article on Indian travel, is well worth remembering:

"The European stranger finds it almost necessary to travel with such an attendant, whom he is often tempted to pronounce a choice of evils. It would not be fair to judge the natives from the low-caste men who will take temporary engagements to make themselves generally useful. Though couriers of the kind are highly paid, as pay goes in India, getting as much as from 30 to 40 rupees a month, the demand for them has of late been greater than the supply, and the tourist perhaps finds himself saddled with a stupid, knavish fellow, having a mere smattering of English, little experience in travel, and no means of commanding respect from baboo clerks or Mohammedan whiskeradoes. In such a case one feels as if one were taking this encumbrance on a personally conducted tour through his own country, where his main occupation is eating his head off at your expense, while he earns in a couple of months enough to keep him for half the year."

The Government has done much to popularise genuine tourist traffic in India, and in order to encourage English tourists a very comprehensive series of circular tours at greatly reduced terms have been arranged by the principal railway companies. But tickets are only obtainable through the recognised tourist agents by *bona-fide* tourists. A similar system, it may be observed, of "travel-bounties" obtains in New Zealand, greatly to the disgust of the Colonists.

The observant traveller will notice many points of interest in Indian railway services, compared with those he is more familiar with in Europe. The first-class carriages—and few tourists would care to test the second-class accommodation—are certainly more comfortable and spacious than the ordinary carriages of the English and Continental lines. They are not so luxuriously

equipped ; but, in view of the great heat and the penetrating dust, luxury, as exemplified by the *trains de luxe*, with their wealth of padded seats and thick carpets, would be absolutely opposed to comfort in India. All decorative accessories must be sacrificed to coolness and the necessity of excluding dust. Each first-class compartment (which is meant for four, though as a rule it is occupied by two passengers only) contains two long seats, with racks, pegs, etc., while overhead are movable sleeping-berths, which are let down at night—for there are no sleeping-cars on Indian railways. Each compartment has a lavatory, while on the trunk lines a shower bath filled with iced water will also be found.

There is no excuse for mistaking the classes, as each carriage is painted in distinctive colours according to class, the first-class white, and the second-class dark green. This is a plan which might with advantage be adopted by English railway companies. It is already in use on the Trans-Siberian Railway, where the first-class carriages are painted blue, the second-class yellow, and the third-class green.

As in the United States there is *theoretically* no distinction of colour among the passengers, but in practice natives are usually kept apart from European and Eurasian travellers, especially in the first-class. And throughout all India the European, whether "civilian" or mere globe-trotter, is given precedence. Indeed, should there be only one seat vacant, and an Anglo-Indian traveller with two or three rich natives be claiming it, it will invariably be found that it is not the Englishman who is left behind. Very reprehensible, no doubt ; but it is, at all events, one of the privileges the Englishman enjoys to compensate him for the heavy price he has "to pay for Empire."

In this little sidelight of travel the visitor finds himself confronted with the great native problem—the relations between the English and the natives,—a complex perennial problem which seems even harder of solution than the other crucial question of India, the Frontier Problem. It may, perhaps, afford him an inkling of the reason why the English in India have failed to earn the affection of the natives. Feared and respected no doubt they are, but certainly not liked. Indeed, few can deny that Anglo-Indians as a class—but the military far more than the

"civilian" element—are somewhat lacking in sympathy towards the subject races, and that their attitude to the natives of all ranks is characterised by a sort of indifferent aloofness, though scrupulously fair and absolutely impartial in all their dealings with them. Indeed, the opinion the lower-class Hindoo holds of his rulers is probably pretty much like the proverbial criticism of the Rugby schoolboy of his headmaster (the late Dr. Temple)—"A beast if you like, but a just beast." As for the treatment of the Eurasian community in the large cities, this has been recently the subject of some severe criticism by Sir Harry Johnston.

Then the thoughtful visitor may perhaps ask how it is that the ordinary official, after a quarter of a century's residence, seems no more in touch with the natives generally, and has no more real knowledge of the native character, than he had after his first few years of Indian experience.

Should the newcomer venture to sound the Anglo-Indian official or soldier on this question, the result will probably be barren. The English tourist is of course hampered with abysmal ignorance of the conditions of Indian life, while the official is handicapped by professional traditions, and partly by a firm if unexpressed conviction of the immeasurable superiority of the English race over all other races, white or coloured. One must not quarrel with this rooted belief, which has no doubt contributed materially to the building up of the British Empire: indeed, the proverbial aspiration of the Scotch gudewife. "God gie us a gude conceit of oursels!" has much good sense behind it.

If, however, the Anglo-Indian condescends to give any specific reason for the great gulf between the English and the natives, from rajahs down to punkah-wallahs, he may perhaps urge the purdah system as the great bar to free social intercourse, or the inferior morale even of the educated native, his low standard of honour, indifference to canons of good form, etc.

But, if an outsider may venture an opinion, probably racial prejudice, the inherent antipathy between the white and coloured races, is at the bottom of this failure to assimilate.

Something, no doubt, is to be said on the other side. The late Mr. G. W. Steevens, a mere traveller, no doubt, but one with a trained insight into motive and character and a wide experience

of men and cities, East and West, seems to go more to the root of the matter than most Anglo-Indian officials with a quarter of a century's experience of India. The gist of his remarks is that only the most visionary idealist can suppose that the good wishes and honest aims of those who sympathise with the National Congress party can bridge over the great gulf between the Europeans and natives in India. Only similarity of language and education and assimilation of manners in addition to just government can effect this. Can one expect any real social intercourse, when it is a gross breach of etiquette even to mention your native friend's wife? "Native women," observes Mr. Steevens, "are antipathetic to European men; while native women must not be so much as seen by European men." Indeed, the one man (Sir Richard Burton) who perhaps knows more of the Oriental mind and modes of thought than any Englishman does not hesitate to assert his belief that the natives of India cannot even respect a European who mixes with them familiarly. In short, nature alone seems to have raised an insuperable barrier between East and West.

Much light is thrown on the native question so far as regards the relations between Anglo-Indians and Eurasians, though in the guise of fiction, in Mrs. B. M. Croker's "Her Own People," and Miss Alice Perrin's "The Stronger Claim." These illumining novels should be read by all interested in this difficult question.

As for the English officials in India, taking them collectively, probably "no class of men in the world toil more heroically, more disinterestedly, more disdainfully of adverse conditions. But while their zeal does not flag, their knowledge fails to keep pace with it."

Compare the French in Algeria and Senegal, the Germans in East Africa, the Belgians on the Congo, or the Dutch in the East Indies, and we may fairly be proud of our administration in India, "undertaken with a single-minded devotion to the interests of the subject races which is without a parallel in the world's history." But after all this sociological question is not for the hurried tourist, who obviously cannot hope to see more than the surface of things, and that most superficially.

And now as to what the winter visitor can hope to see of India during his hurried tour.

It need scarcely be observed that India is a big country, and therefore it would be impossible for the ordinary winter visitor, even if he attempted sight-seeing on the well-known American principle of doing the maximum of sights and sites in the minimum of time, to see anything but a mere fraction of the places of interest in this country of magnificent distances. He will be well advised to confine himself, say, to half a dozen of the great show cities of Northern India, of which Delhi, Agra, Lahore, Benares, and Lucknow are perhaps the leading ones from the tourist's point of view. Cawnpore, of course, though it can show little of note in historical or artistic relics, will be the goal of every Englishman, hallowed as it is by the sad memories of the Mutiny and the awful well episode.

The Grand Tour of a past generation of travellers, which comprised the capitals of Europe and what we should now describe as the great tourist centres, undertaken by young men of means and leisure under the auspices of a long-suffering bear-leader, has had its day. It was, no doubt, partly meant by way of liberal education, to serve as a counterpart to the finishing school of their sisters. So far as the Continent is concerned, tours and excursions, whether independent, co-operative, conducted or escorted, have taken their place; while the "Grand Tours" of a former generation are now replaced by the Grand Tour of the Colonies or India, especially with budding politicians.

The regulation "Grand Tour" of India usually occupies five months (November to March), during which period an intelligent disposition of time and the adoption of a judiciously selected itinerary such as laid down by Messrs. Cook will enable the tourist in the three and a half months left for his disposal (after deducting the time consumed on the voyage out and home, and at Bombay and Calcutta, the two "front-doors" of India) to see most of the "show cities" and the great tourist centres with due comfort.

There is perhaps a sameness about the popular itineraries, which almost invariably begin at Bombay and end at Calcutta. Of course the great shrines of tourist culture—Delhi, Agra, Cawnpore, Lucknow, and Benares—must be included in every itinerary. What self-respecting tourist would dare to undertake an Indian tour and omit the Taj, the first Mohammedan shrine

in the world? Indeed, there are those who unhesitatingly declare that the Taj by moonlight would alone repay the voyage from England.

Starting from Bombay, with Delhi as his first goal, the traveller should break his railway journey at Baroda, Ahmedabad, Mount Abu for its wonderful Jain temples, and Jeypore for the ancient ruined capital of Ambar, the Acropolis of India.

This programme would occupy a week at least. Then it is impossible to appreciate the architectural splendours of Delhi and its zone of ruined Delhis, Minar Kutab, Ferozabad, etc., in less than a week. Then on to Lahore, the capital of the "land of the Five Rivers," stopping a day or two at Umritsar to see its world-famed Golden Temple. Then, when the traveller has arrived so far, a railway journey to Peshawur, the *Ultima Thule* of the tourist in India, should certainly be taken. He will now begin perhaps to realise what the North-West Frontier signifies—at all events he will have reached a new India.

Returning southwards, the railway journey to Lahore and Delhi must be repeated so as to take in Agra—and several days at least should be devoted to this Oriental Frogmore, the incomparable and indescribable Taj Mahal - Gwalior with its noble palace fortress and its famous Jain Temples, and Jhansi with its historic fort, one of the many "Gibraltars of India."

The "cities of refuge" of the Mutiny, Cawnpore and Lucknow, will of course delay all patriotic tourists for a few days, and then we resume the direct journey to Calcutta, stopping a couple of days at Benares, the Mecca of all pious Hindoos. Though Benares may be the most interesting and the most typically Hindoo city in India, and may boast of a greater number of shrines, temples, and other holy places than any other city in the British Empire, yet a couple of days in this appallingly odoriferous and overcrowded city will probably be as much as most travellers can stand. From here to Calcutta there is nothing to detain the ordinary traveller, though those interested in archæology would find it worth their while to break the journey at Bankipur Station in order to visit the famous Buddhist Temple of Buddh Gaya.

Calcutta, arbitrarily termed the "City of Palaces"—a title which would seem more appropriately applied to Bombay—need not detain the "Grand Tourist" more than two or three

days. From Calcutta a week's excursion up the Brahmaputra, the Rhine of India, as far as Gauhati, though not in the regulation itinerary, should certainly be taken, if only as a relief to three months' sight-seeing among temples, tombs, forts and palaces. The next stage in the regulation round of India is by rail direct from Calcutta to Madras, the Cinderella Capital; but a break should be made in order to visit the Nizam's capital, Hyderabad. Madras makes a centre for many interesting railway excursions, chief of which is Tanjore, with its famous pagoda, the finest of its kind in India.

The final stage of the tour is now reached. We go by rail from Madras to Bombay, breaking the journey at Mysore City, from which excursions should be made to the deserted capital of Seringapatam and the falls of the Kaveri, the Niagara of India.

As to cost, the three and a half months' travel in India will amount approximately to about 3,000 or 3,500 rupees. But of this 400 or 500 rupees are allowed for a native servant or "boy," and I have allowed a very wide margin (nearly £50) for carriages, horse hire, excursions and incidentals, for it must be remembered that in India no European walks.

Hotels and railways are cheap, so that with reasonable economy an independent traveller can "do" the Indian Grand Tour for an inclusive expenditure of some £300 or £350, or if two are travelling together (when one servant would suffice for both, and the carriage expenses would be halved), there would be a joint saving of some £50 or £60.

It will be seen that, in spite of cheapness of locomotion and low hotel tariffs, travel in India for the ordinary tourist or globe-trotter, as opposed to the Anglo-Indian, is only suited to those of ample means. As a rule, for all extras and incidentals—carriage hire, guides, Bazaar purchases, curios, photographs, etc., etc., the tourist will have to pay—and, not unnaturally, considerably more than the resident. As for the Bazaars, it may be said that there are practically three tariffs, native, Anglo-Indian, and tourist.

The Imperial Durbar should be welcomed by all those who have at heart the interest of India, as it will certainly arouse the interest of the public in India and things Indian. Lord Dalhousie used to say that nothing short of a great victory was

sufficient to create in English society even a transient interest in the affairs of India. It is said that when the news of the terrible battle of Firozshah, in 1845, in the Sikh campaign, which was at best a drawn battle, arrived, there was great consternation in the Ministry, whereupon the Duke of Wellington bluntly said, "Make it a victory: fire a salute and ring the bells," and thus was this emphatically Pyrrhic victory celebrated—a victory, indeed, which recalls the saying of a famous French general after the Battle of Solferino: that another such victory, and no troops would be left to France.

But the most uncompromising opponents of war grudgingly admit its educational value, in that it teaches the man in the street geography. Equally should the most pronounced Little Englander tolerate the great Durbar, however ready he may be to poke fun at it as the "Curzonisation,"-if only because it will indirectly help to dissipate the mists of ignorance concerning India and Indian affairs in which most people are enveloped. For instance, the stay-at-home Britisher will perhaps grasp the following elementary facts about Indian geography, concerning which great ignorance prevails even among presumably well-educated persons. He will learn that, like Singapore, Hong Kong, Cape Breton, and many other British possessions, Bombay is an island; that Ceylon is not a portion of the Indian Empire, but a Crown colony; that Aden is an integral part of the Indian Empire, etc.—to give only a few striking examples. Anglo-Indians learn only too soon that it is politic to make allowance for the prevalent abysmal ignorance when they return home for good. An amusing but typical instance once occurred to the writer. At a dinner-party the Zenana Mission happened to be the general topic, whereupon a young lady, laudably anxious for enlightenment, turned to him with "But tell me, where *is* Zenana?"—a question which can only be paralleled by the proverbial question of the sporting undergraduate—"What are Keats?"

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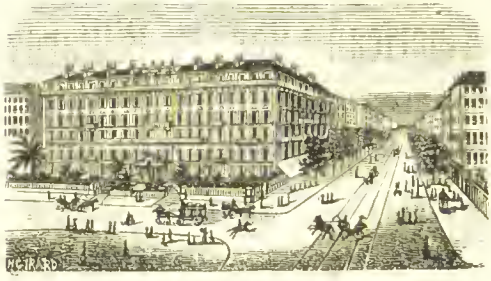
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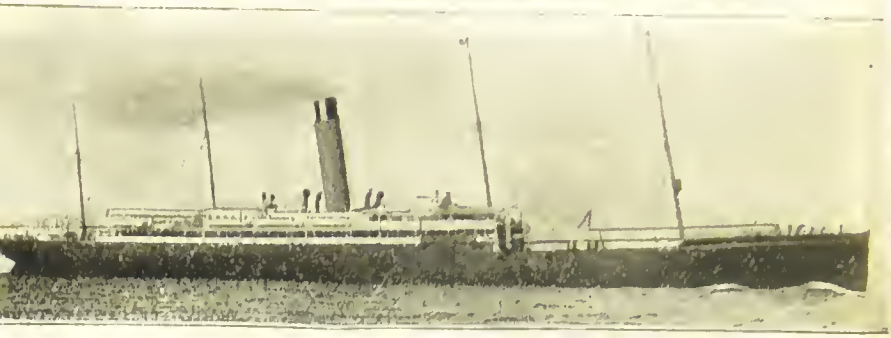
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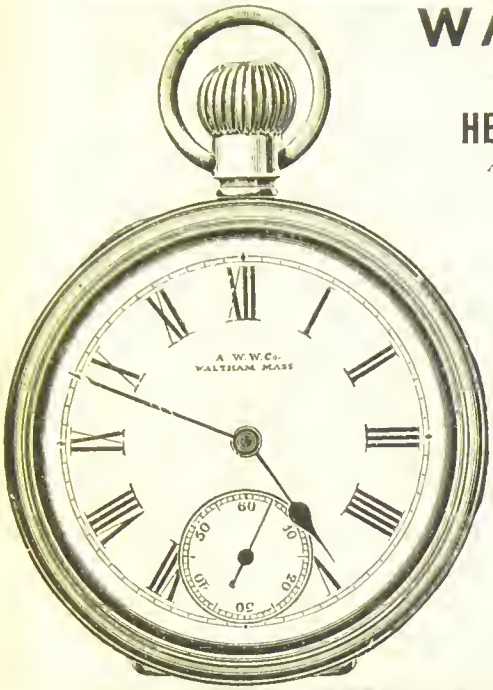
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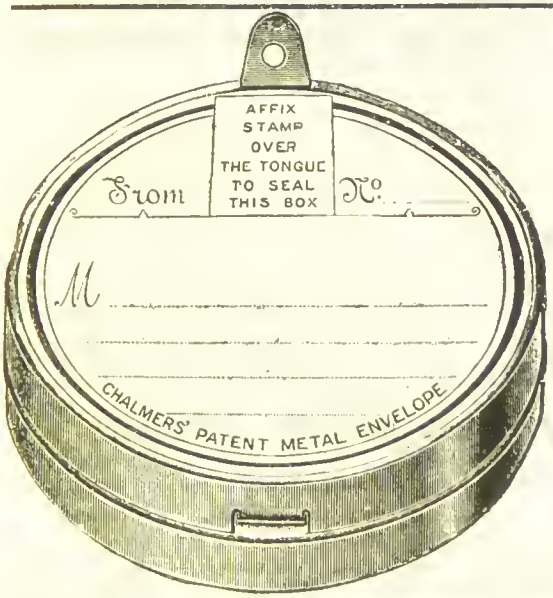
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